

May 14, 1914

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Leslie's

Illustrated Weekly Newspaper
Established in 1855

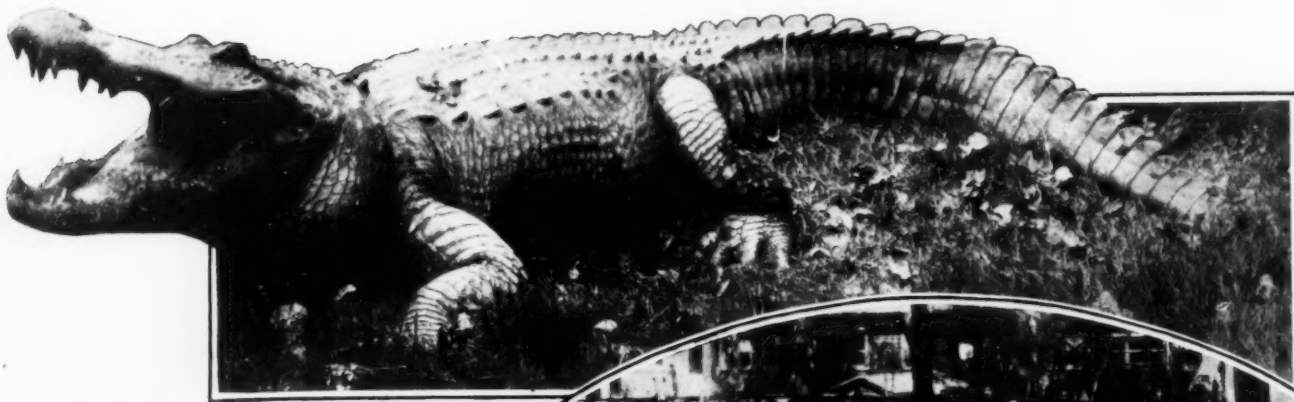


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Mrs. William Gibbs McAdoo
The White House Bride

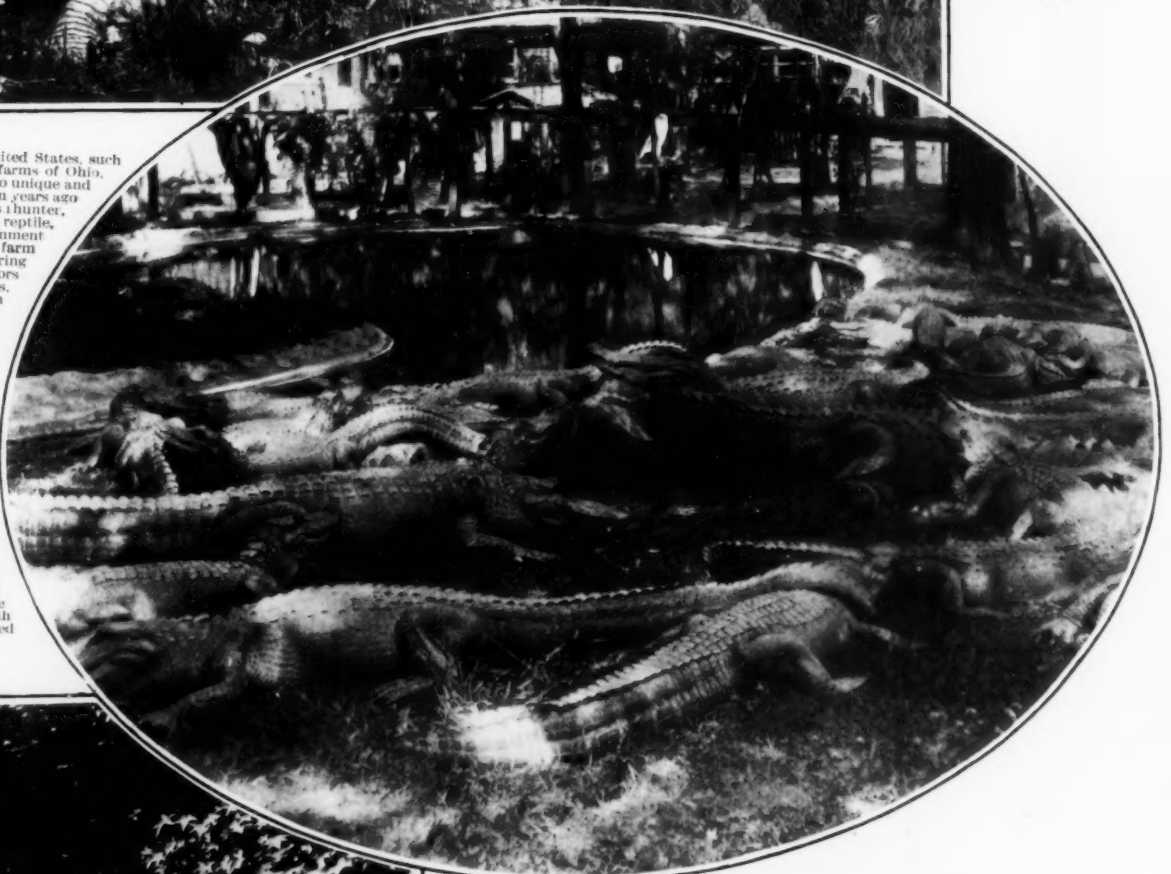
A Unique Industry—Alligator Farming

Photos and Text by Nina Alberta Arndt

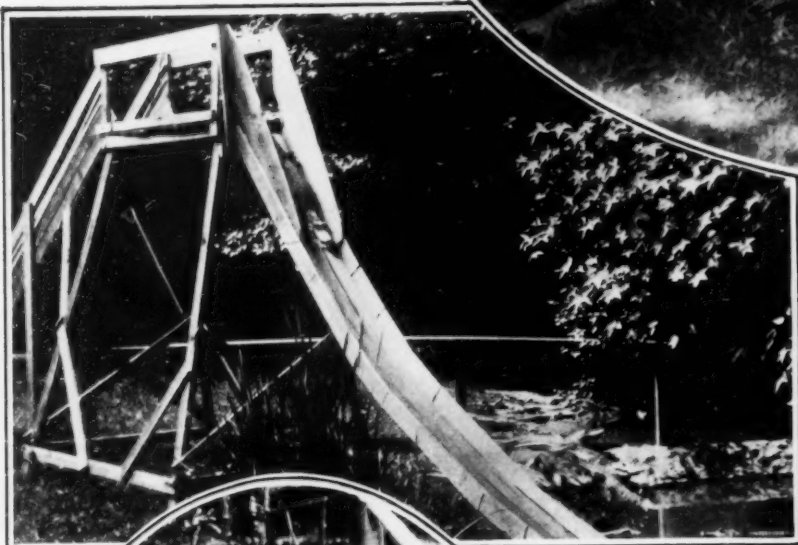


To think that this huge creature, 15 feet long, weighing nearly 600 pounds, can hibernate for almost half the year, buried in the mud without light, air or food!

THERE are many odd specialty farms in the United States, such as the ostrich farms of California, the bee farms of Ohio, and a toad farm in Washington. None is so unique and interesting as the alligator farm started about ten years ago at Hot Springs, Arkansas, by an experienced British hunter, who realized the great commercial value of this reptile, due to its increasing extermination without government protection. At first the alligators raised on the farm were killed and their hides sold for manufacturing purposes. Later the market for live alligators proved more profitable. Hundreds of baby 'gators, almost as soon as they are hatched, are sold each year to tourists for pets and for home aquariums. There are never less than five hundred to eight hundred alligators on this strange farm. The reptiles vary in size from wee, baby alligators to a huge 200-year-old veteran. Great care is exercised in placing the saurians according to age and size in separate inclosures, to prevent the older ones from eating the younger ones. The female builds its nest in a curious manner. With her hind legs she scrapes together a pile of grass, weeds, sticks and mud, and makes a sort of mat of the whole. On this she lays a layer of long, narrow eggs, not quite the size of a goose egg. These are covered with another layer of nest material and again a layer of eggs is deposited, and so on, the nests are fashioned, cone-shape, tier on tier. As soon as the eggs are laid they are put in specially constructed incubators, where they remain for a couple of months before the fully developed, strong little baby 'gators pick their way out. The latter are then placed in inclosures especially built for them, and aside from regular feedings of raw meat, they require no further attention. This first farm met with such success that its founder has since established others in Los Angeles and at Jacksonville.



Twenty-five half-grown reptiles disporting themselves about a shallow pond and basking in the sunlight.



A sport-loving saurian enjoying a "coast" down the shoot-the-chutes on this unique farm.



Aside from regular feedings on chopped meat the baby 'gators are little bother for the first few years.



An aged monster has been tamed and broken to harness for the amusement of the young master, who drives his queer steed with baby confidence.



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Leslie's

Illustrated Weekly Newspaper

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES
ESTABLISHED DECEMBER 15, 1855

Edited by JOHN A. SLEICHER

"In God We Trust"

CXVIII

Thursday, May 14, 1914

No. 3062

CONTENTS

Cover Design, "Mrs. William Gibbs McAdoo." Photo	Nina Arndt Iberta	458
A Unique Industry—Alligator Farming. With photos	E. W. Kemble	460
The Real Mexican Government. Cartoon		461
Editorial.		
How Our Naval Forces Took Vera Cruz. With photos	W. Nephew King, (Late) Lieutenant, U. S. Navy	462
Our Greatest Warship Off for Mexico. With photos	Stanton Leeds	463
Mother and I Buy an Auto. Illustrated by "Zim"	Homer Croy	464
People Talked About. Photos		465
The Old Fan Says. Illustrated by "Zim"	Ed A. Goewey	466
Letters of a Self-Made Failure. With illustrations	Maurice Switzer	467
The Occupation of Vera Cruz by the American Navy. Photos		468-9
His Pipe. Poem	Minna Irving	470
Washington Preparing for War. With photo	Oswald F. Schuette	472
In the World of Womankind.	Kate Upson Clark	473
Motorists' Column.	H. W. Slauson	474
Jasper's Hints to Money-Makers.		476-7
Life Insurance Suggestions.	Hermit	477
News of the Time Told in Pictures.		478
Things of Interest in Many Climes. Photos		479

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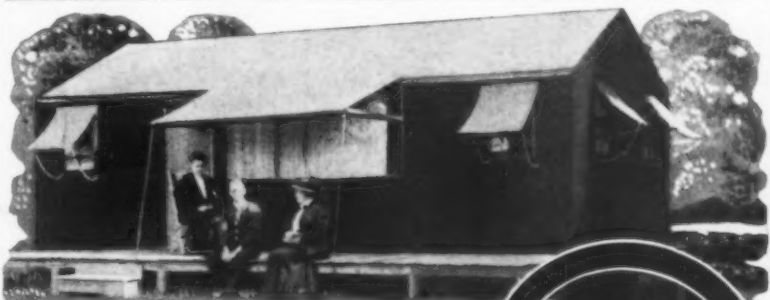
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The Real Mexican Government and the
Cause of All Revolution

Drawn for Leslie's by E. W. KEMBLE

Leslie's Illustrated Weekly Newspaper

New York, May 14, 1914

EDITORIAL

Let the Thinking People Rule!

"Good Offices" of Sister Republics

THE acceptance of the "good offices" of Argentina, Brazil and Chile in helping to settle our dispute with Mexico was necessary on the part of the United States if we were to prove to the world that our primary interest was a peaceful solution of the controversy. Already it has strengthened us immeasurably with all Latin America. The republics to the south of us have found it hard not to believe that the United States, as the dominant power on this continent, had territorial ambitions. Our prompt acceptance of the offer of the A B C powers backs up the repeated declaration of President Wilson that our only interest in Mexico was the elimination of Huerta and the securing of a stable, constitutional government. The effect has been, likewise, to strengthen our position among the powers as leaders in securing peaceful settlements of all international disputes. But it does not follow that this marks the end of Mexico's troubles or of our own participation in Mexican affairs.

In the preliminary stages it is too early to predict a favorable outcome for mediation. Carranza has indicated his acceptance of the principle, but it is idle to think of Huerta voluntarily eliminating himself and the terms of the negotiations have not at this writing been defined. Our main interest is in the elimination of Huerta, and the establishment of an administration honestly representing the wishes of the people. Judging from the past history of Mexican elections this, in itself, is a pretentious program. The Constitutionalists, however, go further than this. They stand not only for a representative government under the constitution, and the administration of justice in the courts, but for the division of the great landed estates among the people. The people of Mexico have a long and difficult task in accomplishing these and other much-needed reforms. There may be a leader who is competent to carry through a program of this sort, but he has not yet come to the front.

Will the elimination of Huerta and the election of a new administration fulfill our duty to the Mexican people? The American army has occupied Vera Cruz. Having been forced by a succession of events to enter Mexico and to take an active part in pacifying and stabilizing the country, can we be justified in withdrawing entirely from the situation before the full program of Mexican reform has been worked out, or is at least on the way to solution? No one can predict what a day may bring forth in our relations with Mexico, but questions like the above are worthy of serious consideration.

Suspicion!

SUSPICION has cost more lives, ruined more reputations, incited more wars than any other single factor. It has bankrupted men and ruined women. It has separated the child from its parents. It has given a pretext to the executioner and a reason for the mob.

Suspicion is the parent of all that is vile and vicious. It has not a redeeming quality to lift it from its degradation. Yet it is the most common of the weak and wretched characteristics of man. Perhaps it is because he was conceived in iniquity and born in sin.

The very essence of the rising demand for publicity, truth, fair play and a square deal is to be found in the growing repugnance to attacks on men and institutions, on policies and political parties by those dangerous demagogues who have the gift of persuasive speech and who strike, with the poisoned fangs of suspicion, at everything that stands in their way.

Heartless, sordid, mercenary, selfish to the last degree, ready to sacrifice friend or foe to accomplish their own advancement and enrichment, they have undermined the very foundations of reason and are now assailing the temple of justice itself.

It is fortunate that, in the providence of God, the patriotic spirit of the American people is at last be-

A Note of Warning

Hon. James M. Beck

WHERE thirty years ago all was peace in this country, and we were in the truest sense of the word a commonwealth, to-day we see men divided and fighting each other. Captains of industry—men who by their brains and their ingenuity have built up the greatest American enterprises—are being held up to public view as bandits. We see not only class antagonisms but a class of meddlesome interference with the mechanism of our Government which if continued can have only the most serious results. From 1887 to the present day there has been an increasing response to the class clamor in this country. The railroads of this country to-day are controlled as by one directorate by five commissioners who sit in Washington with the unlimited powers of all-wise managers. They can determine not only what rates a railroad may charge for its services but what trains it shall run, when it shall run them, what places they shall stop at and with what other roads they may connect and compete. In this policy I cannot see anything ahead but diminished revenues, receiverships and dissolution and national bankruptcy.

ing aroused against the growing perils of a situation in which demagogues are asserting leadership on a platform of suspicion and destruction. They go well together.

Colorado's Nightmare of Murder

THE state of private warfare in the mining camps of Colorado, resulting in the wholesale butchery of men, women and children, is a disgrace which that State will find hard to live down. The order of President Wilson sending Federal cavalrymen into the State and his proclamation directing all persons "engaged in or connected with said domestic violence" to retire peaceably to their homes, will put a stop to the anarchy that has existed in the mining regions. Action by the President earlier in the dispute would have saved much property and many lives. Throughout the prolonged struggle between the United Mine Workers of America and the Colorado Fuel and Iron and other companies, the State of Colorado has shown itself incompetent to deal with the situation. The mining companies should never have been under the compulsion to hire mine guards to protect from attacks of strikers the mining properties and the men who wished to work. That protection should have been given by the State. The first step to be taken by the Federal troops will be to disarm both the mine guards and the strikers, and with impartial hand to preserve order throughout the mining regions. The merits of the controversy can afford to wait for consideration until peace and order have been restored.

The miners have a side of the story to tell, the operators have their side. Stripped of all minor considerations, it will be found that the bone of contention is the recognition of the United Mine Workers of America. For the past thirty years the coal mines of Colorado have been operated on the open shop basis, employing union and non-union men indiscriminately, but making no contracts with labor organizations. Mr. John D. Rockefeller, who owns about forty per cent. of the securities of the Colorado Fuel and Iron Company, is represented in the management of his interests by his son, Mr. John D. Rockefeller, Jr. Speaking before the House Committee on Mines several weeks before the violence broke out in Colorado Mr. Rockefeller expressed himself emphatically as standing for the open shop, and declared that ninety per cent. of the employees had not been in favor of a strike. "As part owners of the property," said he, "our interest in the laboring men of this country is so deep that we stand ready to lose every cent put into that company rather than see the men we have employed thrown out of work under imposed conditions not of their own seeking." The issue of the open or closed shop is one employers and employees must settle between themselves. The murder of women and children and the wholesale destruction of property is not the way to settle it. The thing in which the whole country is now interested is to see that respect for law and the safety of property and life are assured in the State of Colorado. When that is accomplished the operators and the strikers may adopt any method desirable for settling their dispute, provided it is peaceable. The State of Colorado has shown itself inexcusably weak in its inability to handle the situation.

The Plain Truth

SACRED! Sacred concerts for Sunday evenings have often been a subterfuge for entertainments anything but sacred, but the limit has been reached at a famous winter resort down South in trying to defend Sunday dancing by the use of the same adjective. The advocates of this method of spending Sunday argue that since sacred concerts and plays are regarded as quite proper, they do not see why dancing should not be so regarded. In their effort to justify their conduct it is seen that their consciences are not altogether calloused on the subject. That those who have enjoyed the right sort of upbringing in church should so far forget our country's ideals of Sunday observance as to make Sunday a day of dancing is to all right thinking people disgusting.

ECONOMY! The politicians of both parties in New York State, as everywhere else, are seeking the favor of the voters by proclaiming renewed devotion to efficiency and economy. They don't mean a word of it. For example: Tammany Hall conceived the idea of having a special election at a cost to the taxpayers of nearly \$1,000,000 in the unseasonable month of April to pass on the question of calling a Constitutional Convention in the state of New York. The election could just as well have been held in connection with the regular Fall election, but Tammany thought at short notice it could get out its crowd of voters while the Republicans, unorganized as they are, would not go to the polls. Not one out of every five voters in the State appeared at the polls, but there were enough Tammany men to carry the day. Now we are told that Tammany will dominate the convention and will draft a constitution that will give it undisputed power in the State for many years to come. It remains to be seen if this carefully laid out program can be carried out.

SATISFIED! One of the biggest assets of an industrial corporation is satisfied employees. At the annual meeting of the United States Steel Corporation a large representation of stockholding employees expressed their emphatic approval of the labor conditions at the various plants of the corporation. Samuel Wilkerson, a pattern maker who voted 1,322 shares for himself and 921 fellow workmen, commended the efforts of the management towards safety and sanitation and suggested that the company devise a plan for bringing out the hidden talents of the workmen. Samuel R. Maitland, for 18 years employed by the Carnegie Steel Company, declared that the employees had always received a square deal from the Steel Corporation and introduced an innovation in a corporation meeting by closing his speech with a prayer for the officers and workmen, in which he asked all present to join. R. K. Smith, a twelve-hour-a-day workman, said that the twelve-hour man was not as a rule hard worked, that he did not work at all fully one-third of the time, and that it was the workmen themselves who had established the twelve-hour day. Mr. Smith said that labor conditions had improved 100 per cent. since the organization of the Steel Corporation, and in closing said, "Demagogues who pretend to be the friends of labor are often its greatest enemies." This has long been the conclusion of many close students of labor conditions, and it is significant that the workmen themselves are seeing through these self-appointed friends of labor, who are interested mainly in notoriety for themselves.

HYSTERIA! During the last decade this nation has been attacked by a hysteria of criticism against big business. In an address before the eighteenth annual convention of the American Cotton Manufacturers, President Frank A. Vanderlip of the National City Bank of New York City declared that the result of this hysterical attitude had been that the "majority of the people had come to believe that the way to secure prosperity is through legislation instead of through intelligent hard work, improved methods and scientific application of the best knowledge of their own business." The people have lent their ears to magazine writers who have loudly declared that business success is prima facie evidence of criminality, and that the greater the success the greater the crime. Big business has been made subject to laws passed by legislators who lack the qualities for business success, and who have never enjoyed success. In the formulation of laws to regulate the financial and commercial life of the nation, Washington gives the cold shoulder to our great bankers and business men. Public opinion has been poisoned against big business. As Mr. Vanderlip suggests, let big business speak out. This is not the time for silent acquiescence or dissatisfied grumbling over the injustice that has been done, and is still going on. Big business should speak out in unmistakable terms, should gain the ear of the great public, and educate the public as to the true methods and aims of the big business and financial interests of the country until a new and true public opinion is created.

How Our Naval Forces Took Vera Cruz

By W. NEPHEW KING, (Late) Lieutenant, U. S. Navy



W. NEPHEW KING
Late Lieutenant U. S. N., as he appeared in active service during the Spanish-American War.

EDITOR'S NOTE.—The capture of Vera Cruz by American forces, for the second time in our history, was a historical event which, whether its sequel be war or peace, marks a new epoch in the relations of the United States and Mexico. Nobody is so competent to describe an action of this kind as one who has himself been trained for the service. W. Nephew King, who contributes this article, is a former officer of the navy and a well-known writer, and he gives a naval expert's review of the occurrence.

NATIONS, as well as men, sometimes make mistakes; and nations, as well as men, are only great as they are kind. Whether or not the United States made a mistake in occupying Vera Cruz, without having previously declared war on the broad and humane grounds of Senator Lodge's proposed amendment to the Congressional

resolution adopted, we certainly have proved to the world that we can be kind, by consenting to the mediation of three Latin-American countries, after American blood has been

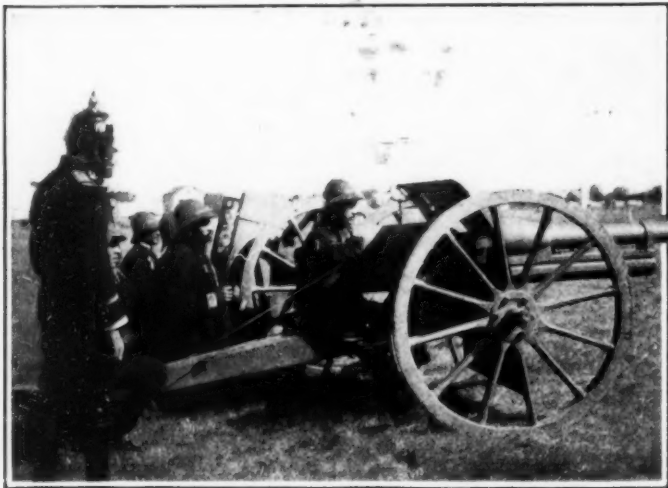
It was this same fortress that General Winfield Scott, in 1847, with an army of twelve thousand men, bombarded for four days before it capitulated. So valiant was the defence that the American commander allowed the Mexicans to march out with all the honors of war, lay down their arms, and return to their homes on parole.

In dreamy little Vera Cruz, almuerzo (breakfast) begins at eleven o'clock. After this comes the *siesta* which is prolonged until two o'clock, sometimes later. During these hours all shops, save restaurants and cantinas, are closed and shutters pulled down. Woe be unto him who would disturb the native in his *dolce far niente* at this time. Tuesday, April 21, dawned like many other days in Mexico's bustling little seaport town. A blazing tropic sun shot down his rays, like arrows, from a cloudless sky. A few black buzzards, volunteer members of the Vera Cruz street cleaning department, were perched on the low

branches of trees in the Plaza de Armas—also taking their early morning *siesta*. Little did they dream that, a few hours later, the green grass below them would deepen

allotted the distinctive honor of having been the first to land on Mexican soil. In the meanwhile, from the funnels of the little steam launches of the *Florida* and *Utah*, a few hundred feet astern, came dense volumes of black smoke, as they opened wide their throttles and crowded on all steam to join their fighting mates. Captain W. R. Rush of the *Florida* was the next to land, after which he assumed supreme command ashore.

Thus far, there had been no apparent resistance offered our men. It was only when they began to deploy in the direction of the Custom House and Railroad Terminal that there came a sound like the explosion of a bunch of firecrackers. It emanated from sharpshooters concealed within an ancient light tower to the north of the landing place. Lieutenant-Commander Buchanan of the *Florida* quickly swung around his three-inch rifle, "went into



A GUN WHICH DID LITTLE DAMAGE
One of the field-pieces employed by General Maas, the Mexican commander, at Vera Cruz, to resist our forces. The guns were speedily silenced by shots from our ships, and Maas soon retreated.

shed—our men shot down from concealed points of vantage, and innocent non-combatants dragged from railroad trains and either shot or held as hostages.

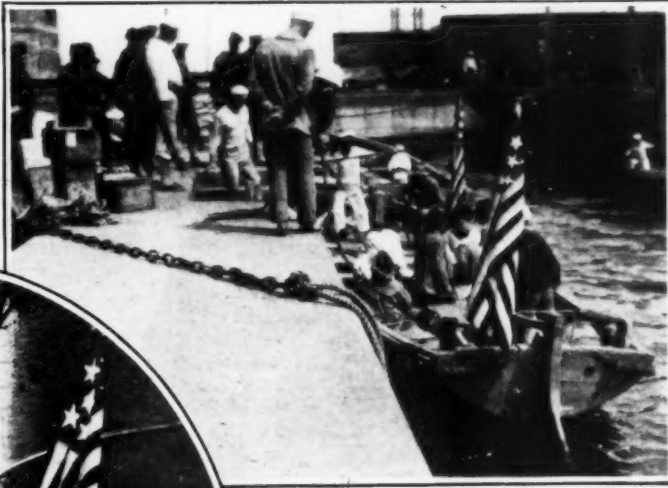
Despite the critics that now assail our Mexican policy, and venture to suggest what we should or should not have done in the premises, history, I believe, will give the United States credit for having exhibited a degree of patience and forbearance that "surpasseth all understanding." This is not a time to advance theories. We are face to face with facts. Our men have died to save the honor of the flag, and our troops hold the gateway to the Mexican capital.

What the end will be no man knows; whether it may mean a long and bitter struggle, costly both in lives and treasure, or a short decisive campaign to free the Mexican people from the bondage of a military despot; or to take them under our wing and offer them a place among the stars in our flag—of one thing we may be sure, that the Army and Navy are ready and willing, as the Nation has always found them, to do their duty.

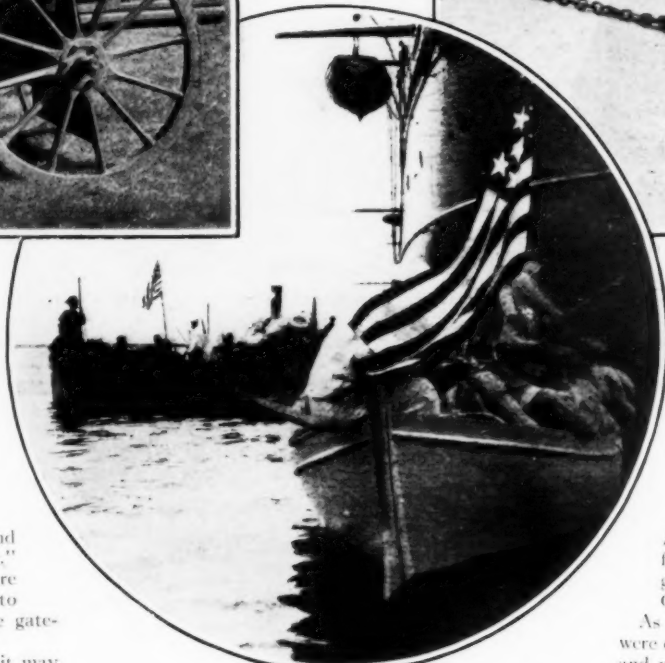
Admiral Fletcher's quiet and dignified occupation of Vera Cruz showed a state of preparedness of which the Nation might well be proud. It broke the world's record in military and naval annals, and commanded the admiration of all the foreign officers present. Within the brief space of three hours, eleven hundred marines and bluejackets had leaped from their small boats, clambered up the stone steps of the seawall, and the "thrice-heroic city of the true cross," as Vera Cruz proudly calls herself, was occupied.

The movement was so sudden, and executed with such military precision, that the Mexican troops ashore seemed dazed. Even the frowning bastions of the old fortress of San Juan de Ulloa, once Spain's greatest and last stronghold in the Western hemisphere, and under the guns of which our little flotilla was forced to pass, offered no resistance. It is for this reason, perhaps, combined with the fact that the four hundred and fifty "little brown men" garrisoned there promised to "be good", that the flag of Mexico was permitted to float, for a few days, over their asylum, while the Stars and Stripes proudly acclaimed American occupation of the city only a few hundred yards away.

branches of trees in the Plaza de Armas—also taking their early morning *siesta*. Little did they dream that, a few hours later, the green grass below them would deepen



VANGUARD OF OUR POWER
Bluejackets landing at a wharf in Vera Cruz to take part in the American occupation of the city.



GOING ASHORE FOR DANGEROUS WORK
American marines disembarking from one of our warships off Vera Cruz prior to our occupation of that city.

action," and five well-directed shots soon reduced it to a mass of smoking ruins.

Our men then continued to advance on the Custom House, the objective point of attack. By the time they had reached the empty space in front of the building, General Maas, the Mexican commander, who had massed his artillery in the Plaza, opened fire. It was then that the *Prairie*, lying close in shore with her decks cleared for action, began to shell the water front. Her guns soon silenced the Mexican battery and drove General Maas from his position.

As he retreated towards the north and west, our men were exposed to fusillades from the neighboring housetops and windows. Despite this, they continued to advance until the post, telegraph and cable offices were taken and held. By nightfall, all the water-front and lower end of the city were under the control of our forces. The casualties were, on the American side, four killed and twenty wounded; and among the Mexicans one hundred and fifty killed and probably many more wounded. Desultory firing from the housetops continued throughout the night, though the city was comparatively quiet.

The next morning, with a reinforcement of six hundred marines from the transport *Hancock*, Captain Rush decided to complete the work that had been interrupted by darkness. His objective point was the Cathedral Plaza. With this end in view, he swept the streets with a brisk machine-gun fire, hoping, in this way, to dislodge or intimidate the sharpshooters on housetops and in windows. He then instructed Lieutenant-Colonel Neville, with his marines, to move southward, and Lieutenant Commander Buchanan, with his bluejackets, westward in the direction of the red sand-dunes back of the city.

The little Mexican naval cadets, however, had a surprise in store for our men, and from their school on the water-front, half a mile south of the Custom House, came the first organized attack. From roof and windows, as well as from the surrounding buildings, came a sharp rifle fire that almost dazed our men. It was useless to reply with small arms. No one was in sight and the thick walls were as impenetrable as armor to light projectiles.

This coup of the cadets had not been missed by the watchdogs of the fleet, however, and soon the *Prairie*, *Chester*, and *San Francisco* began barking with their loud-mouthed five-inch guns. A few rounds sufficed to drive out the cadets and practically demolished the structure. Under this withering fire, our forces continued the advance, until the Cathedral Plaza, Military Barracks, and City Hall were taken. Every house on the line of march was searched and wherever weapons were found they were confiscated and the men arrested, if the arms showed evidence of recent use. Some owners refused to open their doors.

(Continued on page 475)



REAR-ADMIRAL FRANK F. FLETCHER
Who had charge of the naval force which occupied Vera Cruz. He is shown standing on the deck of his flagship, the *Florida*.

into crimson, and their ravenous eyes feast upon the daintiest of morsels in a tropical menu.

To the south and east of the city, far away on the blue waters of the Gulf, scarcely yet rippled by an approaching "Norther," American sailors and marines were preparing to make history. The faint notes of the bugle call, "all hands man boats ready to land under arms," floated across the broad expanse of water. The Veracruzans had heard this self-same call so many times during the past year that they did not realize it was not play. Neither did they know that decks had been "cleared for action," guns shotted, and every man's waist encircled with a cartridge belt heavy with sharp pointed bullets.

Still they dreamed on as the *Florida* and *Utah* lowered their cutters, and steam launches towed them towards their goal. The boats of the transport *Prairie*, which was anchored close in shore, were already in the water, awaiting the arrival of the others. As soon as the little flotilla appeared between the extreme ends of the two breakwaters that mark the harbor's mouth, the *Prairie's* boats, each manned by twelve lusty oarsmen, sprinted for the stone landing in front of the American Consulate. With a cheer, they clambered up the steps one after the other, followed by Major Berkeley and Lieutenant-Col. Neville of the Marine Corps. To the men of the *Prairie*, therefore, is

Our Greatest Warship Off for Mexico

By STANTON LEEDS



STANTON LEEDS
Leslie's representative who sailed for Mexico on the battleship *New York*

EDITOR'S NOTE.—The departure of the new dreadnought "*New York*" from the Brooklyn (N. Y.) Navy Yard for Vera Cruz, Mexico, to join in the demonstration against Huerta, was an event of double interest. Not only is she the largest and most powerful warship now in actual service, but also she went into commission without having had a trial trip, an event without precedent in modern-navy annals. That the huge ship behaved splendidly, and as if she had had abundant time to "find" herself, reflects the highest credit on the naval officers and the government employees who took part in her construction. Among those whom she carried were Rear Admiral Cameron McR. Winslow, who will command a special service squadron in Mexican waters; Col. L. W. T. Waller, a noted officer of Marines, who will head all the men of his organization in Mexico, and Stanton Leeds, Leslie's representative, whose interesting first letter is printed herewith. Other letters from Mr. Leeds will appear in these columns from time to time.

On Board U. S. S. *New York*,
Flagship of Rear-Admiral
Cameron McR. Winslow,

Newport Harbor, R. I., April 27, 1914

FOR over two and one-half years, or since September 11, 1911, when her keel was laid, men's brains and hands had been generously and numberlessly employed in making a great fighting unit of the United States Ship *New York*. For over two and one-half years strong-muscled mechanics in the leisurely way of those who labor on the eight-hour time limit in government yards had been getting ready this gigantic man-o'-war—the largest in commission in this for any other navy—to go out to sea for her trial trip some time in May this year. For two and one-half years the laborers in the Brooklyn Navy Yard—the *New York* was built by the government—had watched with complacent self-satisfaction as she gradually rounded into the shape and substance of a finished vessel. From architect to carpenter, from foreman to rivet driver, none had hurried. There was no need. Not even her captain and crew had yet been assigned from Washington.

And then far off on the grim stone balcony of Chapultepec Castle in Mexico City, the iron-masked ruler of our sister republic below the Rio Grande set his jaw and swore a great oath—at O'Shaughnessy—and snapped his fingers at Admiral Mayo waiting in his flagship off Tampico. Then, the President of the United States in Washington, jarred out of the calm of waitfully watching the crumbling by a little every day of the power and prestige of the man who calls himself Provisional President of Mexico, answered Victoriano Huerta. And the battleship *New York* is, in Mr. Wilson's answer, the last, final, great-gunned adverb modifying must.

The people of New York State, after whom she is named, have reason to be proud of the United States Ship *New York*. As she sailed through the Narrows last night, under the frowning guns of Fort Wadsworth and Fort Hamilton, passed Sandy Hook and rounded Ambrose Channel Light, like an electric current the great pulse of a unifying idea beat in accord through her length and breadth, gathering her many parts into one part under a centralized control. And from her bridge her commander, Captain T. S. Rodgers, a keen-eyed, slender gentleman, known throughout the Navy for his efficiency and zeal, must have felt no inconsiderable degree of pride and pleasure as he saw her nestle like a child into the rise and fall of the breast of her mother, the sea.

This was no little thing. The *New York* has never had a trial trip. She has never been tested. She is going straight from the navy yard where she has been built at the expense of nearly five million dollars out to the wide stretches of the ocean she was made to master, and, further, straight to the beleaguered coast of Mexico.

The orders are not definite yet. It may be she will be the first ship of the line to pass through the Panama Canal and stand guard along the Pacific reaches of the Mexican coast line, shadowing with her great guns the deck of the Japanese cruiser waiting there to save Victoriano Huerta.

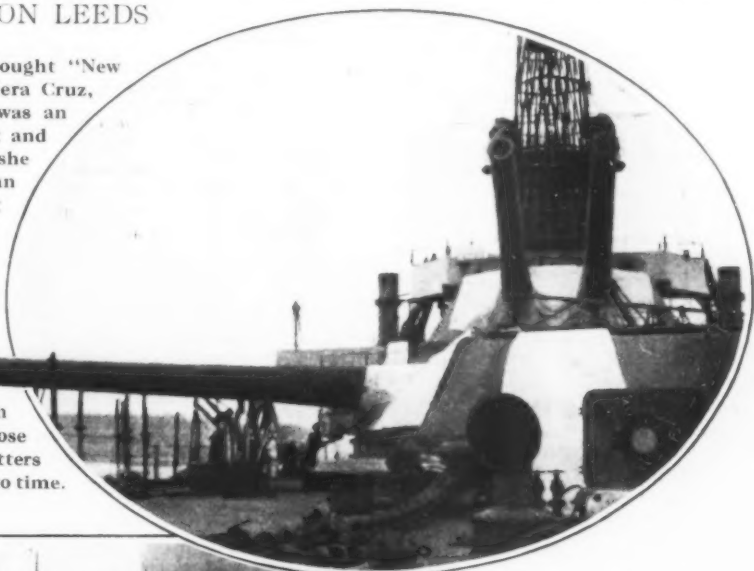
They are great guns, these ten fourteen inchers, sky pointing from steel buttressed turrets set above 27,600 tons of ship. The projectiles shot from those slate-grey lips, should they ever meet a man in their flight across sea or inland, would notice him as much as man would notice a mosquito, or less than that, or, better, not at all. Should they ever speak crossly to Don Victoriano or his allies and cohorts, carrying the last answer of a tired, peace-loving President and an outraged people across waste stretches of the inland or shot-troubled waters—but Heaven prevent unnecessary bloodshed!

The *New York* is the newest and latest model of all the great super-dreadnoughts, carrying besides her 14 inchers, a secondary battery of 21 5-inch guns. She has a length over

all of 572 feet 7 3/4 inches, and a beam of 95 feet 2 inches. On May 13, 1911, she was ordered by the Navy Department, acting for Congress, which in turn was acting for the people. Her keel was laid on September 11, 1911, and on October 30, 1912, her launching occurred and the water closed round her red hull. That marks her history—one of leisurely, careful preparation—up to April 15 last when orders snapped over the wire from Washington, and Captain Rogers began the work of assembling his crew.

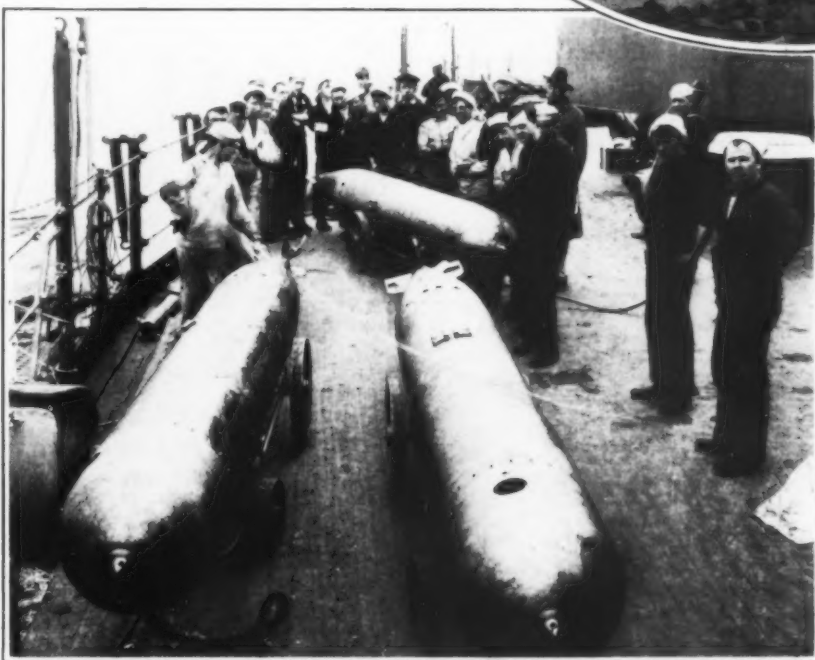
Ten days followed—ten days of work at forced speed, ten days that for the amount accomplished, according to naval men, has never been equalled in the history of a sea fighter. All this because the President needed his greatest battleship to stand guard and be ready to rescue imperilled Americans at some point along either of the coasts of Mexico, or perhaps for a better reason. Perhaps the rush of work on the Panama Canal, which is to be opened four months sooner than expected, has not been without deep necessary purpose. Perhaps these great guns in the turret above me will be pointed in warning against that ever-present, saffron-tinged peril that has been watchfully waiting on the unguarded hip of Alaska and in the colonized inlet of Magdalena Bay for the long-dreamed-of opportunity for expansion. The *New York* is ready for that or any call.

How she was made ready is a fine, chest-filling story, full of the credit marks of enterprise. When the crew began gathering on April 15 she looked like a house the carpenters had not finished with when a family began to move in. The nucleus of the crew of the *Ohio* was brought over from Philadelphia by Lieutenant R. M. Fawell, who immediately began mixing raw recruits in with this experienced material. They put their shoulders to it like men. Daughters of the War of 1812, and members of the W. C. T. U., came on board bearing loving cups and comfort bags. The men took them, stored them away and went on. They coaled her, they stored her, they took on ammunition, tons of it.



THE DREADNOUGHT'S TERRIBLE WEAPONS

View of the *New York* from the bow, showing the great forward deck and the 14-inch guns in two turrets. These guns are of great range and power.



TAKING "IRON PORPOISES" ON BOARD

After the *New York* had left the Brooklyn (N. Y.) Navy Yard she sailed to Newport, R. I., where she added to her cargo of war supplies many formidable torpedoes.



COL. L. W. T. WALLER

Who has a notable war record and who departed on the *New York* to take command of all the American Marines in Mexico.

dignant and lurid descriptions of incapable baggage-masters. A baggage-master—take it from the colonel—hasn't much on a Mexican in the way of intelligence. And once you look in the colonel's eye you recognize a fighter, and woe to that Mexican who murders an American when Waller happens to be within arriving distance.

As the *New York*, with a tremendous rattle, slid her anchor into the silt of the harbor bottom off Staten Island, the main topmast came crashing to the deck. Not a man was hurt, and there's good luck! It took them only an hour, after a new mast came, to rig it into place. The ship weighed anchor then and went to sea.

The *New York* starts things always in a rain storm, but always she starts them well. She was launched in a storm, she left the yard in a storm—this great vessel that

(Continued on page 475)

Mother and I Buy an Auto

By HOMER CROY

Illustrated by "ZIM"

WHEN the Amzi Gooches got an auto, nothing would do mother but that we must have one too. When Mrs. Gooch put on her cotton gloves and got in with Amzi, holding up her skirts as if she was going in to the White House, mother quit shelling the peas, leaned back and said with a sigh: "Don't they look too elegant for anything!" I knew what was coming.

"Pa," she said, watching the Gooches clip a corner, "we're getting along, you know. If we ever expect to



"Mother quit shelling the peas, leaned back and said with a sigh: 'Don't they look too elegant for anything!'"

have any fun, hadn't we better begin? Crops never looked better for the time of year and it would be handy to run out to the farm and see how Byron and Inez are getting along."

I just says, "Hm-m-m-m-m" and went on reading, but the next day she brought in a man with a slick tongue and a diamond and introduced him as Mr. Sendelbach. He was smooth all right. He patted the dog on the head and complimented me on the lawn, but I beat him out because I up and says: "No, it ain't a nice day," and went on reading about the Mexican War. He leaned up against the porch post and began talking about how corn should be rounded out over the end of the cob, and if checkrowed corn blew down as bad as listed corn, and I began to see that he wasn't as bad as you'd think by the diamond. If you notice, people who wear diamonds in their shirt fronts are the ones who never pull the stopper when they get through with the washbowl and who always get the preachers to introduce them around when they first hit town. But Mr. Sendelbach seemed to be different.

Just then a boy brought an automobile up in front of our house and went off and left it, and at the same time mother came out with a funny little cap on. It fit tight over her ears as if she was going some place to stay over night. "What's that?" I asked, shutting my knife. "It's an automobile bonnet from the *Delineator*," she said, and went swinging down the walk and climbed into the machine.

Mr. Sendelbach got in the front seat and got hold of the guiding gear, while mother pointed at the vacant seat beside her. I put my hand on the small of my back and skewed up my face. "It'll do your rheumatism good!" she said, and I had to crawl in. I hardly knew we had started till we were out past the water tower, and before a hen could crack a walnut we were out at the farm. Byron was in after a jug of water and Inez was making some cookies, and when mother and I and Mr. Sendelbach kept reaching into the baking pan and helping ourselves—Inez urging us to all the time, of course—the first thing we knew the bottom of the pan was black. Byron certainly got a good cook when he got Inez. And you ought to taste her walnut fudge! We never had any girls and I thought candy was for children till Byron married Inez and—but where was I?—Oh, yes—

And we jumped into the automobile and before I had got the taste out of my teeth we were back home again. Mr. Sendelbach said he'd let us have it to try for a while and the next day mother began calling it "our car." I saw that I wasn't ever going to learn to operate the car—the first thing I knew I was calling it that, too—unless I whipped up. But I didn't want mother to see me whipping up, so I went to Amzi Gooch, who had one just like ours, and borrowed it. I hated to do it, for Amzi was about the stingiest man the Lord ever let live. He quarreled with Mr. Sendelbach, the agent, two weeks trying to get him to

come down on the price, and then he made him throw in a buggy-whip. But I wasn't going to have mother know more about running a car than I did. Suffrage was getting too much of a foothold in Maryville as it was.

I love to run a double-row cultivator, and driving a wheat header is as easy for me as calling hogs, but I never could quite master all the levers, handles, bars, and knobs that it takes to run an automobile. You got to work two things with your right hand, jerk something with your left and pedal with both feet, or is it with just one foot? Amzi was sitting on a saw-horse pulling his whiskers to a point and watching me like a colt at an auction, and I knew that I had to let on to him that the car was as simple to me as a sausage grinder. So I pulled a couple of levers and worked one of the pedals and the machine went clucking off down the street as peacefully as a hen in the bosom of her family.

I kept experimenting with the different levers trying to find out what everything was for. Along late in the afternoon I turned around and started back. I gave a round looming brass thing a kick and the machine stopped, like a mule at the edge of a river. I got out the robe, lay down on it, crawled under the machine and twisted all the nuts and screw-heads that I could find. Then I got back in and gave a couple of levers a pull. You wouldn't have known it was the same machine. The machine leaped against me like a colt. I thought the back of the seat was going to push through my shoulder blades. I could feel my backbone rubbing against my belt buckle.

The machine went whizzing down the road, faster and faster. An old colored man was trying to get his mule to go on. The mule had balked and Uncle George was using his toe and hot words. The mule was standing there, its back humped up and its ears back, while the colored man grasped one shaft, steadying himself, and was planting his toe among the mule's ribs. I came rushing up behind

and honked. The mule's back straightened out like a tug, his feet worked as if somebody had pulled a string and he went dashing down the road, the colored man whipping up and down like a cork. The wheel of the cart passed over the end of a culvert and the colored man was snapped off. The mule kept opening and shutting like a pair of scissors, trying to keep ahead of me. When I flashed around the cart, the mule stopped dead still and turned his ears forward in wonder and amazement, while the colored man arose and threatened me with his fist. I knew the mule would have to suffer for both of us.

We rushed—the auto and I—rushed over hill and dale. I kept fumbling around trying to find a lever that had some influence on the machine, but all the influential levers eluded me. I had often seen the scenery, so I let it pass by without comment. I was saving up all my comment for the machine when I should get it quelled. As I flew up a hill, like running up a flag, I saw a man with a horse hitched to a pile of brush ahead of me, dragging the road. A look of amazement crossed the man's face, and I shivered for fear that I would be the next to cross. He gave the horse a pull to one side, and leaped. It was well that he did. He acted wisely. It was a good move on his part.

There was a jolt and a clatter as if they were beating carpets for a hotel, and I found that the brushpile was scooting along the road ahead of me. The machine had stuck its nose into the brushpile and was pushing it along, like a carpet sweeper. A flock of chickens were sauntering down the road, carefree, with never a worry on their minds. But soon their brows were to be clouded with trouble. I dashed into their family circle and they flattened against the brush, unable to disengage themselves and go about their calling. I never saw a machine so eager to eat up distance. A dog ran out to bark, but before he could get the hair on his neck ruffled he was coughing violently in the dust.

As I dipped over the brow of a hill, an auto bobbed up in front of me going in the same direction. I tried to pass but the unknown driver thought I wanted a race and threw in top speed. I kept right on his trail with my brush and chickens. I honked to make him give me

the road but he just waved for me to come on and lit out harder than ever. I thought every minute I was going to jam into him, but some way or other he always kept a little ways ahead. Hill after hill flew by and I must say that he was some driver. He would nip the banister of a bridge and get the best track every time. He kept teasing me on. Every time I started to turn out he would spin on and leave me, and as I caught up again and thought there was no way in the world to keep from running into him he would speed up once more. This made me mad and I began to hunt around for a lever that would hurry me up. I found a lever that I thought would do the trick and gave it a pull. But it was not that kind of a lever. Not by a good deal. It was a stopping lever. The machine braced itself like scooting a dog along the kitchen floor and my head was flopped against the back of the seat as if it had been put there by a barber. I could tell that one of my vertebrae was not where it belonged. I climbed out, my knees weak and trembling as if I had been picking strawberries for a week.

I sank down by the side of the road, like a bag of meal, while the chickens gradually disengaged themselves from the brush. They looked mighty pale and I knew how they felt. There was a bond of sympathy between us.

I heard a step. It was the other driver coming back to bear the news to the proper people and immediate relatives. I decided that if he tried to get smart I would squelch him with a look, and if that didn't serve I

would try something with a handle. I felt a hand on my shoulder and looked up—into mother's face!

"Susan," I gasped. "Is that you?"

"Yes," she said, as we sat blinking at each other. "There's no stopping you."

"I wish there had been," I said. "It got going and I couldn't find the things that made it stop. What'll Amzi Gooch say about his machine? I'll never be able to look him in the face again. I wish I had landed on my neck. It would be easier than taking this broken machine back to Amzi Gooch."

We hitched my car on behind mother's and went jogging back to town. I could picture what would happen when I took that scarred machine back to Amzi Gooch. I kept wishing that the chickens had been cows and then all my troubles would have been over. I guess mother knew what I was thinking about for she said: "Henry, you get the fire started and put the kettle on and I'll take Amzi's car back."

I never enjoyed starting a fire so in my life. I put on enough hot water for Monday's wash. When mother's shadow appeared in the door I rose up, brushed the shavings from my knee and asked tremblingly, "What did Amzi say?"

"He said that it was a fine evening."

"Hurry, mother, hurry," I begged. "My heart is weak since that ride."

"He was pleased with his car. I took him over the new one and he didn't know the difference. Then I met Mr. Sendelbach and told him that we had bought the car. He said that a little varnish and the car you rode in today would be as good as new."

To this day Amzi Gooch doesn't know we traded with him, and the scratched one's as good as ever. That's the beauty with autos. A little thing like a wreck or a run-away doesn't hurt them. One day I ran full tilt into a sand-bank with ours and I swear it didn't hurt it any more than if I had thrown a sofa cushion at it. I mind the first ones that came to town; they always broke down before you got out to the Seminary, but now you can't ruffle them with a crowbar.

You ought to see mother and me spinning around in ours. Especially mother. She used to be afraid to work anything more complicated than a scissors sharpener; now when she puts on her black gloves and goes out driving, I always fix it so I can drop off at the post office and walk back. She sits up at night now reading and is always talking about clutch linings, magnetos, worms and herringbones. I've looked over my machine over time after time and I never saw it have anything like that. But there's not many things mother doesn't know about automobiles. A machine's as simple to her as a single-jointed ruler.



"The mule had balked and Uncle George was using his toe and hot words."



"He leaned up against the front porch and began talking about how corn should be rounded out over the end of the cob."



"I never enjoyed starting a fire so much in my life."

People Talked About



RECEIVED \$100 EACH FOR "SWATTING" FLIES

Ethel Hayes, and Laura Cole, 12-year old champion fly-catchers in Salt Lake City's "Clean Up and Paint" campaign and "Swat the Fly" contest. These little girls each killed 100,000 flies during the three weeks' campaign just ended, and received \$100 each from the City Board of Health for their work.



PEACEFUL SCENE ON A GREAT BATTLESHIP JUST READY FOR WAR

Mrs. George Bell Wallis presenting a cup to Captain Rogers, commander of the Battleship *New York*, in behalf of Frigate Constitution Chapter of the Daughters of 1812. The *New York* is the largest battleship afloat, and is the only ship of our navy which left its birthplace for the seat of war without a trial. It sailed for Vera Cruz on Sunday, April 26th, to speed to the scene of trouble between Mexico and the United States. The *New York* carries 10 14-inch, and 21 5-inch guns beside an auxiliary battery of ten smaller guns. The *Texas*, a sister ship of the *New York*, is now nearing completion at the New York Navy Yard.



WIFE OF THE DICTATOR OF A TROUBLED COUNTRY

Senora Victoriano Huerta, wife of Mexico's harassed ruler, Senora Huerta, whose maiden name was Aguila, comes from one of the most prominent families in the Republic. She is affable and unassuming and is known for the simplicity of her manner and actions and the charm of her home life. Senora Huerta is reported to be exceedingly wealthy.



TO WED AN EX-PRESIDENT'S SON

Another White House romance will culminate in the marriage of Robert Taft, the elder son of the former President, to Miss Martha Bowers, of Washington, daughter of the late Solicitor General, Lloyd W. Bowers, and a chum of Miss Helen Taft.



CAPT. FITZHUGH LEE



CAPT. U. S. GRANT, 3rd.

DESCENDANTS OF GREAT CIVIL WAR GENERALS ANXIOUS FOR SERVICE

The unity of the North and South in fighting a common foe of our country is well evidenced in the earnest desire of the descendants of noted Civil War generals to take active service in the demonstration against Mexico. Seven sons and three grandsons of famous generals on both sides during the Civil War are among the young officers of the United States Army awaiting word to go to the front at the head of their commands.

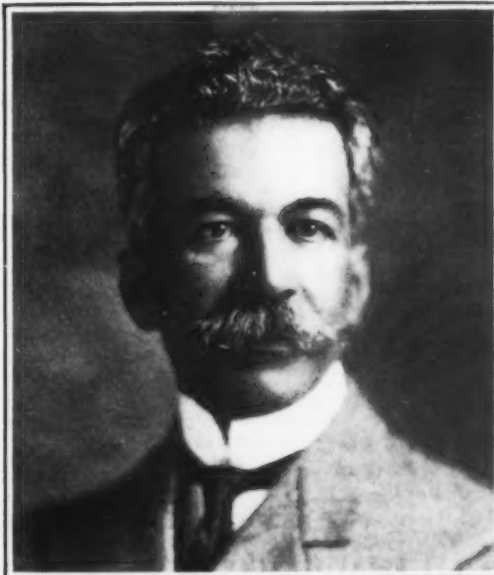


A SOUTHERN SUFFRAGE WORKER

Mrs. Solon Jacobs (Pattie Ruffner Jacobs), of Birmingham, Ala., President of the Equal Suffrage Association of Alabama, and one of the most popular society women of that city. Mrs. Jacobs, who is the mother of two beautiful little girls, is noted for her charming personality, culture and versatility.



SENOR DON EDUARDO SUAREZ
Minister from Chile



DOMICIO da GAMA.
Brazilian Ambassador



ROMULO S. NAON.
Minister from Argentina

THREE MEDIATORS BETWEEN THE UNITED STATES AND MEXICO

Diplomatic representatives of the three greatest South American republics, who submitted to the President of the United States and to General Victoriano Huerta a tender of the good offices of the Argentine, Brazilian and Chilean Governments to bring about a peaceful settlement of the Mexican situation. The heads of the American and Mexican governments agreed to submit their differences to arbitration, and warlike demonstrations were expected to cease until such negotiations were concluded. The fundamental principles upon which the United States government was willing to enter upon peace negotiations were said to be these: 1: The inclusion in the Mexican exchanges of the Constitutionalists and other factions opposing the Huerta Government. 2: The establishment of constitutional government in Mexico which carries with it the elimination of Huerta from a position of power. 3: Probably a settlement of the situation created by the demand of the United States for suitable reparation from General Huerta for the indignity offered the American flag at Tampico. 4: An agreement between all parties for a cessation of hostilities pending the outcome of the attempt at mediation by the South American republics.

Photos copyright, Harris & Ewing.

The Old Fan Says:

By ED A. GOEWY. Illustrated by "ZIM"

STAND back, gentlemen, if you please, make more room for the fair sex. Another of Uncle Sam's daughters is about to follow the example of Mrs. Payne Whitney, owner of the Greentree Stable, and do her share to again place horse-racing upon the high plane it once occupied in this country. She is Mrs. Clarence Le Bus, of Hinata Farm, near Lexington, Kentucky, and already she has accumulated the nucleus of a stable that in time may make racing history. She is an enthusiastic admirer of the thoroughbred and a year ago gave a day's racing for the amusement of her friends, which attracted general attention. Hinata Farm adjoins the celebrated Kingston Farm, now presided over by Miss Elizabeth Daingerfield, and where the horses recently acquired by Price McKinney are being sheltered. As an appreciation of her regard for the turf and the horse, Mrs. Le Bus has requested permission of the Racing Association at Lexington to donate a trophy to be given the owner of the horse winning the event known as the Hinata Handicap. Mrs. Le Bus will be welcomed to the turf world, and the followers of the thoroughbred will wait, with keen anticipation, the day when the colors of the Hinata Stable will compete with those of Mrs. Whitney. Again let me repeat, we can't have too many women interested in all classes of good, clean sport. They are as essential in that field as in the nursery, the kitchen, or the polling place.



MRS. CLARENCE LE BUS
Owner of the Hinata Farm racing-stable
near Lexington, Ky.

Club Limit Rule Rescinded

As was anticipated, the National Commission has rescinded the rule requiring major league teams in organized baseball to cut their playing squads to twenty-five men for the remainder of the playing season. When President Gilmore, of the Feds, gave loud voice to the fact, that

the "outlaws" would wait for this annual decapitation, and then sign up all of the men cast adrift by the majors, he played his cards right into the hands of his enemies. Realizing that many promising recruits, who would show the need of further conditioning in the minors by the end of the first few weeks of the season, would rather go to the Feds than return to the small league teams in organized baseball, steps were taken by the National Commission to block any attempts to lead this good material astray. The change in the rule was the result, and now

each big league outfit will be permitted to carry as many players as it wants to.

The Business End of Baseball

There is hardly a fan the country over who cannot sit down and reel off the names and positions of practically all of the men on the big league teams, and the statistics of their past performances. They go to the games, cheer their favorites and enjoy the plays, but right there their interest in the great national pastime usually ends. Hardly one in a thousand ever pauses to consider the business management necessary to carry the various outfits along. The play on the field is watched closely, but the trials and troubles of the men who must see that salaries are paid promptly and expenses met regularly, receive but scanty consideration from the rooters generally. To the average fan, the owner of a baseball club is a man to be envied. He is pictured as one sitting comfortably in his private box while his wealth continues to pile up by some automatic process; free from tribulations and supremely happy in the possession of a team that is making baseball history. Unhappily for the magnates the very reverse is too often the case. Many club owners are forced, week after week, to wear a stage smile, while they continue to draw upon their reserve funds in an effort to bolster up their teams and stem the tide of defeat that is preventing the turnstiles from making the music that will hint at a profit at the end of the season. But even if a magnate has a club that is going nicely and gives promise of finishing in the first division, everything is not bright and sunny for him, with plenty of money coming in and but little going out.

The New York Giants, several times champions of the National League, and occasionally world's champions, because of their work and geographical location, are looked upon generally as a gilt-edged business proposition, making profits that would shame a successful gold mine. It is true that the Giants have made money for some years—probably from the time that they passed into the hands of the late John T. Brush and John McGraw assumed their management,—but some figures relative to the expenses of the

team each year may cause you to appreciate the fact that maintaining even a pennant-winning baseball outfit is costly, and in the case of less fortunate clubs, carries with it a loss.

The rent and taxes paid on the Polo Grounds annually amount to about \$80,000, McGraw receives a salary of \$30,000 and Mathewson \$15,000, and the remainder of the players, running from around forty in the spring to twenty-five during the regular season, take about \$60,000 additional from the club's bank account. Quite a lot of money, eh? Well add to these sums about \$15,000 in salaries for the officers of the club, \$10,000 for ticket sellers, police, ground keepers, ushers and gate tenders; railroad fares, hotel bills and training expenses in the neighborhood of \$20,000; say \$5,000 for the care of the grounds, bats, balls, gloves and incidentals and \$10,000 for drafted and purchased players, and the grand total runs up around \$250,000; a good number of fans must purchase pasteboards, you see, before the work of counting the profits begins.

Contract Jumping Must Stop

From the time that the several gentlemen by the name of Ward decided that they would handle and operate the Brooklyn Federal League Club, they let it be understood that they were unalterably opposed to contract jumping and would refuse to join with their fellow magnates in promoting that rather objectionable pastime. John M. Ward, the famous old-time ball player, and now a lawyer and business manager of the Superbas' rival, hit the nail squarely on the head when he stated that the practice of persuading players to violate their signed agreements was harmful beyond measure, never should have been stooped to by the "outlaw" leaders and, if carried on, would hurt the great American sport that had been built upon a foundation of integrity and honor. Had the other club owners, officers and advisers in the ranks of the Feds followed Ward's advice, they would not now find themselves "eating crow" and regretting the idle boasts they made about snatching real talent in wholesale quantities from organized clubs. Immediately after Judge Sessions, of the United States District Court at Grand Rapids, decided that the ten days' notice of release clause in the contracts of organized baseball was illegal, the National and American Leagues started to eliminate this objectionable feature. To-day "organized" players cannot be released without their consent during the season and the same plan is likely to hold good in the future. From the beginning the contracts of the Feds contained a ten days' release clause, and many of those who jumped their existing contracts did not object to it when signing new agreements with the "outlaws."

Unless the new league follows the example of the organized forces and cuts out the ten days' clause there is little likelihood that its contracts will be held legal and that the option clauses for 1915 can be enforced if the players want to make changes in their berths. It is said that the Federal leaders now realize that they have been toying with a two-edged sword and that in forcing the Killifer case into the courts they not only received an adverse decision, but caused the weaknesses in their own contracts to become known. It is probable that this and the fact that the United States courts issued a temporary injunction restraining Chief Johnson, of the Reds, from flopping to the Feds, caused the recent statement from "outlaw" sources that no more cases will be taken to the courts in an effort to recover men who broke organized baseball contracts and signed with the newcomers, only to return to the teams having first claim on their services. The Killifer case will be carried to a higher court, because a too palpable display of cold feet is sought to be avoided, but for the present, it appears as if the Feds have had more than a sufficiency of law.

Baseball Seasons May Open Later

The proposition to change the opening of the baseball season from the middle of April to May 1 again is being agitated, and the backers of the plan believe that before the close of the present year their arguments will receive favorable consideration. McGraw, Chance, O'Day and several other club managers have assumed the initiative this time and it is claimed that they will offer facts and figures which will prove conclusively that instead of making extra money by the early spring openings, the magnates really are out of pocket by forcing play before the arrival of fairly pleasant weather. The managers in

favor of the change state that by making the season's opening later, the men would not have to be sent to the training camps as early as has been the custom, and that this would serve to get them there when the spring rainy season in the south was about over. Under the plan in vogue up to the present time the men usually have been compelled to suspend work about half of each week because of rain, and when they arrived north they found the weather cold and stormy and anything but the kind necessary to keep them in good condition.

The same number of games, 154, could be played, even if the season did not start till May 1, but to wind up at the usual time the schedule makers would have to arrange for regular double headers. It is this latter fact that may cause the magnates to balk. While a double header always brings a crowd, it does not receive an attendance as large as two separate games; and the fact that rain is bound to force many double headers may make the club owners hesitate a long time before placing fourteen of these on the regular schedule. Those who object to the change in time for the opening games say that if they are overruled they will demand that the season be extended a week and that not more than six or seven double headers shall be listed in the regular schedules.

A Home for Old Ball Players

The newest wrinkle that should interest the followers of baseball is the formulation by Joe and Mike Cantillon and the players of the Minneapolis Club of the American Association of a plan to establish a home for professional ball players after they have wound up their careers on the green diamonds. The two Minneapolis magnates and their assistants have been working out the details of the scheme for a long time, and now they are busy communicating with every professional ball player in the country, that the latter's ideas may be secured before the final steps are taken toward the plan's consummation. Most players long have felt the need of such a home and now that the time is ripe, they, no doubt, will rally to the support of the Cantillon plan and push it to a successful completion. A great deal of preliminary work will be necessary, for it will be a tremendous task to get the 7,000 players of some thirty-five leagues working together, so that the home may be a credit to the profession and one with which every one directly interested will be satisfied. The plan does not

contemplate that every retiring player will go to the home to live, but it does mean that every player will be interested in the institution, and that any man, after a certain period of service in baseball, will feel at liberty to go to the home, and, if he chooses, remain there as long as he lives. Understand, it is not to be a charitable institution, but is to be built and maintained by the players themselves, and, therefore, any one who goes there will do it realizing that he is only accepting something for which he has paid in advance. The Minneapolis Club will donate \$1,000 for the labor of preliminary organization, and then it will be up to the players at

large to carry on the work.

To become eligible to enter the home, a player must serve at least one year as a professional under contract, and must contribute the annual assessment agreed upon for each year he remains in professional ball. This would not cause a rush to the home, as might be anticipated, for no player would accept its hospitality unless he really needed it. The institution would be under the control of a board of managers selected by the players, each member of the board to be under bond. It is expected that the home will be located at some point in southern California and at the beginning will be sufficiently large to accommodate about 300 men. There are to be spacious grounds and several diamonds, thus furnishing the former diamond performers plenty of space for exercise.

The Retort Courteous

Jim Vaughn, the twirler brought back from the American Association by the Chicago Cubs, but who used to play with the Yankees and the Senators, is considered about the finest built man in baseball. He is an inch or two above six feet and set up in proportion. One day Neal Ball and Vaughn had some slight difference on the field and the former began to josh Jim about his size.

"Why, if I had your build, I would have fought Jeffries," laughed Ball.

"Say, how much do you weigh?" inquired Vaughn.

"Oh, about 168 pounds," returned Neal in surprise.

"Then it's too bad Tom Thumb died before your time or he'd probably have had a challenge from you," came back Jim as he turned and walked away with an air of disgust.



Finding it a hot load to carry this year.



Bigger and better than ever.



The burden is certainly getting heavy.

Letters of a Self-Made Failure

By MAURICE SWITZER



FRANK GODWIN

EDITOR'S NOTE.—The question is often asked why some men succeed while others fail. Various answers are given, but all are interesting. The letters of "A Self-Made Failure," the fourth of which we publish herewith, are unique. All will have an absorbing interest. While the letters are written in a humorous vein, they are on the serious subject of business. "A Self-Made Failure" who has found success in a different field writes to his younger brother who is beginning his business career in New York. In an epigrammatic style, with a touch of irresistible humor, the elder brother seeks to impart his system of philosophy and the results of his experience to the younger man, in the hope of saving the latter from the mistakes of the former.



FRANK GODWIN

OLDBURG, Oct. 12, 1912.

Dear Bob:

I've just returned from a three-months' trip and find your letter among my unpaid bills—where I usually keep wedding invitations. I don't know how it got there, but from the fancy envelope I presume somebody thought it would cost me money to open it. Whoever got that idea had an inspiration.

I enclose a check for the fifty you asked for, and I am less worried, old chap, about your returning it than I am over your need of it.

Apparently I've been wasting perfectly good advice, to say nothing of time and stationery. In spite of all I've written you've laid down like a quitter—ducked, because you couldn't convince the boss that you know more about running a successful business than the fellows who helped him build it.

You say the concern was hampered by dead-wood and was unprogressive. Of course you're entitled to an opinion, and maybe you are right, but I don't think an awful lot of your judgment.

You led me to believe when you first connected that it was a great opportunity—the first you ever had. If you made a mistake then you're just as likely to be wrong now. A fellow who can't tell an opportunity when he sees one doesn't strike me as being an infallible judge of that most complex of all things, human nature.

But you expect to land another position which you say offers greater scope for your ability and brighter future. How about the present? Suppose in three months or three years you find you've made another mistake? What are you going to do right now to provide against such a contingency? Will you need fifty dollars, or will you have laid aside five hundred?

It's the cheerful lad with a ready smile whose society is mostly in demand, and the only time that kind of a smile is really on the level is when it lights up the countenance of a fellow who knows that tomorrow needn't worry him.

Opportunity? Why, man, it's everywhere—opportunity to get on and succeed in a modest way. But it isn't opportunity that most of us are looking for, it's omnipotence, ready made.

When I was a kid I held a job with a big manufacturing concern where it was the custom to advance employees in the order of their length of service. When a vacancy occurred higher up, the first call was given to the man who had been in the company's employ longest of those in the line below. This rule applied all the way down to the errand boys. Of the latter there were two, and I was one of the fleet-footed Mercuries, having qualified for that important position about three months before my running mate appeared on the scene.

We had a shipping clerk who was the son of a rich father, so it didn't matter much whether he toiled or not. This chap was in the habit of dolling up on Saturdays and disappearing about noon. In those days Saturday was not a half holiday, but Sylvester—which wasn't his name—wouldn't show up again until the following Monday morning.

Sylvester was an agreeable chap, with nice, easy manners, and he tried to get me to do his work on those particular afternoons so that he wouldn't be missed, but I couldn't see it. He was getting ten dollars a week and I was drawing down four. His business was filling in shipping forms, routing freight and receiving goods and it took head work

and experience to hold the job. My declination to act as accessory to the errant Sylvester was not prompted by any high moral principle; I couldn't see where I came in to learn his business and labor at it while he enjoyed himself and copped the coin.

Freckles, my side partner, was an easy mark who was always doing something for somebody as a matter of accommodation, so he fell for Sylvester's sophistry and learned to fill in the bills of lading and to master much of the other detail. He kept at it until he became so proficient that Sylvester felt able to add every Wednesday to his periods of recreation without fear of finding on his return that the company had gone into the hands of a receiver as the direct result of his neglect.

One day the boss took an afternoon off to see Lawrence Barrett give a matinee performance of "David Garrick" and as the "Old Man" took his seat in the theater he

I told you that the family obsession was leadership, and that the taint was in your blood. We have all wanted to make "names" for ourselves. Well, somebody else makes the name and it begins with an "f," ends with an "l" and the middle letters represent the sum total of our ability as compared with the real stuff that makes for greatness. Lead? Why, the average man hasn't the qualifications to lead anything but a fox-terrier.

I think it was Emerson who said that there came a time in the experience of every man when he learned that envy was ignorance and imitation suicide. That time does arrive, only it usually comes around so late in life that the knowledge doesn't help much.

You've been reading the wrong stuff. There's too much sunshine poetry and optimistic bunk being printed these

days. I've worked on a newspaper, and I know. A good deal of that kind of matter emanates from a brand of philosopher whose principal qualifications consist of a little education, some imagination, a flow of words and a colossal gall. Some of the fellows who write discourses on "Hope," "Truth," "Optimism," and "Opportunity," own a code of morals that ought to be dragged out with a bale-hook into the back yard and fumigated.

Those are the bards who tell you to study the lives of the illustrious dead or point to our great living geniuses as glittering examples for the emulation of every American youth. Running a close second in impracticability is the fond parent who hopes his or her pin-headed offspring may some day become President of the United States, when the boy probably hasn't the inherent mental capacity to be doorkeeper of the White House. Many a good laborer has been spoiled in the making of a bad lawyer.

Really great men are born only occasionally, but the country is overflowing with men of ordinary ability, which, if properly applied, would bring the possessors comfort and some degree of happiness.

When fellows like you and me fall down it isn't because we're failures. It's only because we waste

and scatter our ordinary talents in attempts to attain the extraordinary—objects which are entirely beyond our reach—and things we wouldn't be happy with if we got.

The fellow in a good position, who by his energy, application and loyalty assists in the upbuilding of some great enterprise, is just as big in a way as the enterprise itself. The printing press is a wonderful piece of mechanism, but there isn't a cam or a cog in the whole device that isn't essential to the perfect working of the complete machine. Every part serves its purpose and is just as important proportionately as the power that drives it.

You complained some time ago that I was setting a premium on mediocrity. The great multitude, my boy, isn't even mediocre; it's absolutely ignorant—and a lot of the ignoramuses have good educations. Learning isn't necessarily knowledge, and illiteracy doesn't always spell stupidity.

I'm for the mediocre man; for more literature that will hold out some hope to him and bring home to him the truth that he is just as important to the world's progress as the greatest captain of industry that ever scuttled a corporation or wrecked a railroad.

Future? Forget it, old man; look after the present and the future will take care of itself.

Your affectionate brother,

JIM



FRANK GODWIN

"It's the cheerful lad with the ready smile whose society is mostly in demand."

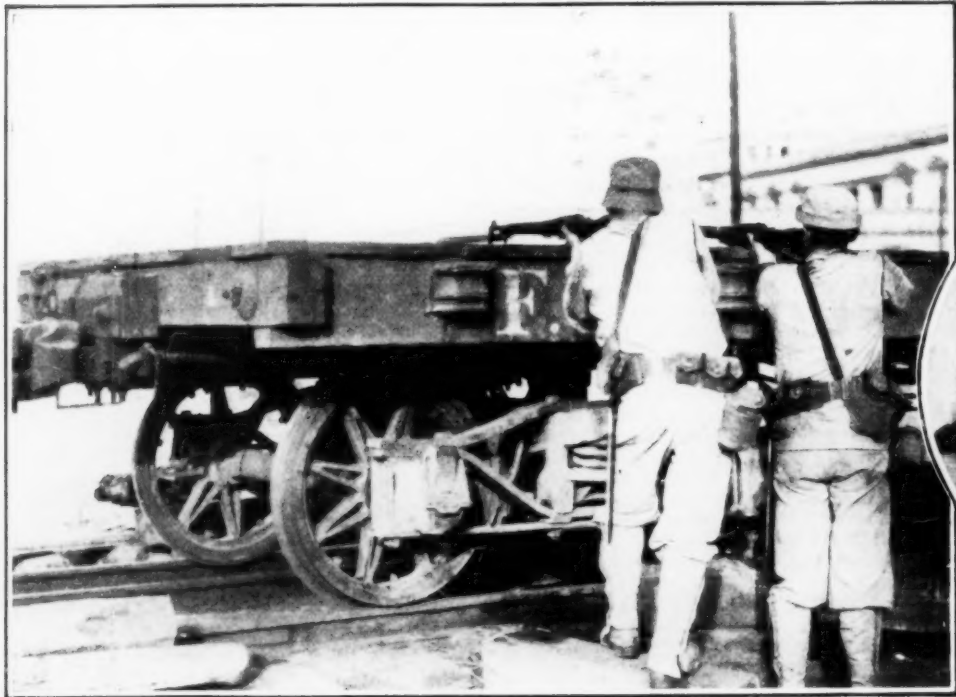
lamped Mr. Sylvester about three rows ahead of him. The next day there was a vacancy in the shipping department and in the forenoon the "Old Man" haled me before him.

"Jimmy," said he, "we've decided to have a new shipping clerk and you're in line for the position; can you fill it?" I saw ten dollars a week making faces at me and I grew nervous. "I guess I can, sir," I finally stammered. "I don't want you to guess," said the boss sternly. "Can you do the work—right now?" I had to admit that at that particular moment I couldn't qualify.

He summoned Freckles while I stood there. "Freckles," began the boss, "Jimmy has been here a little longer than you have so I've offered him the job of shipping clerk first, but he isn't positive that he can hold it down; now do you think you can?" "Sure thing!" replied Freckles right off the bat. "Why are you so certain?" "Because," said Freckles with a grin, "I been doin' the work for three months so's Mr. Sylvester he could attend to some of his personal business." "All right," said the Boss with a smile, "you're the shipping clerk from to-day on and your salary is ten dollars a week; don't have too much 'personal business'—outside the shop." And he didn't. Twenty years later he was one of the bosses.

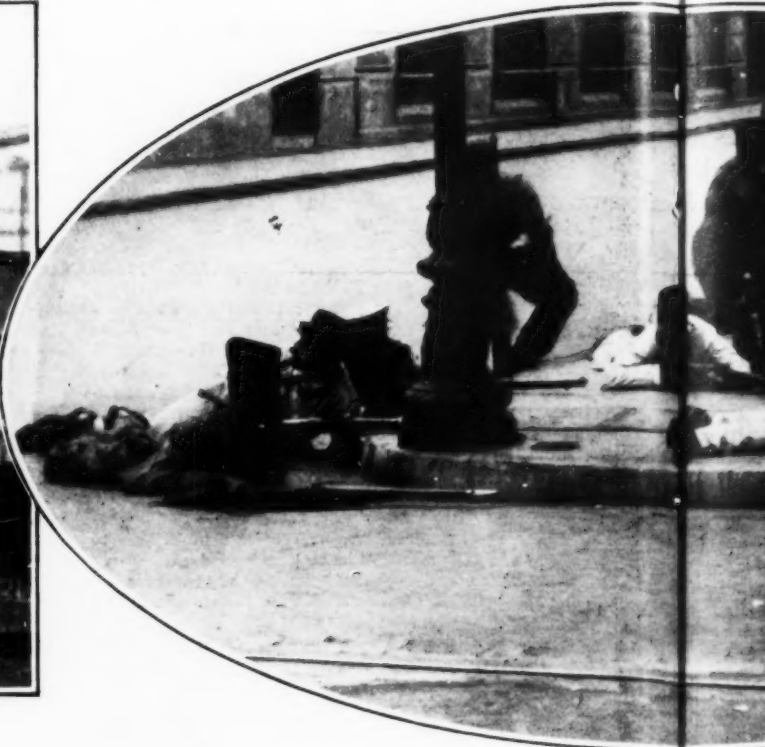
THE OCCUPATION OF VERA CRUZ

First photos of actual scenes attending the taking of the M



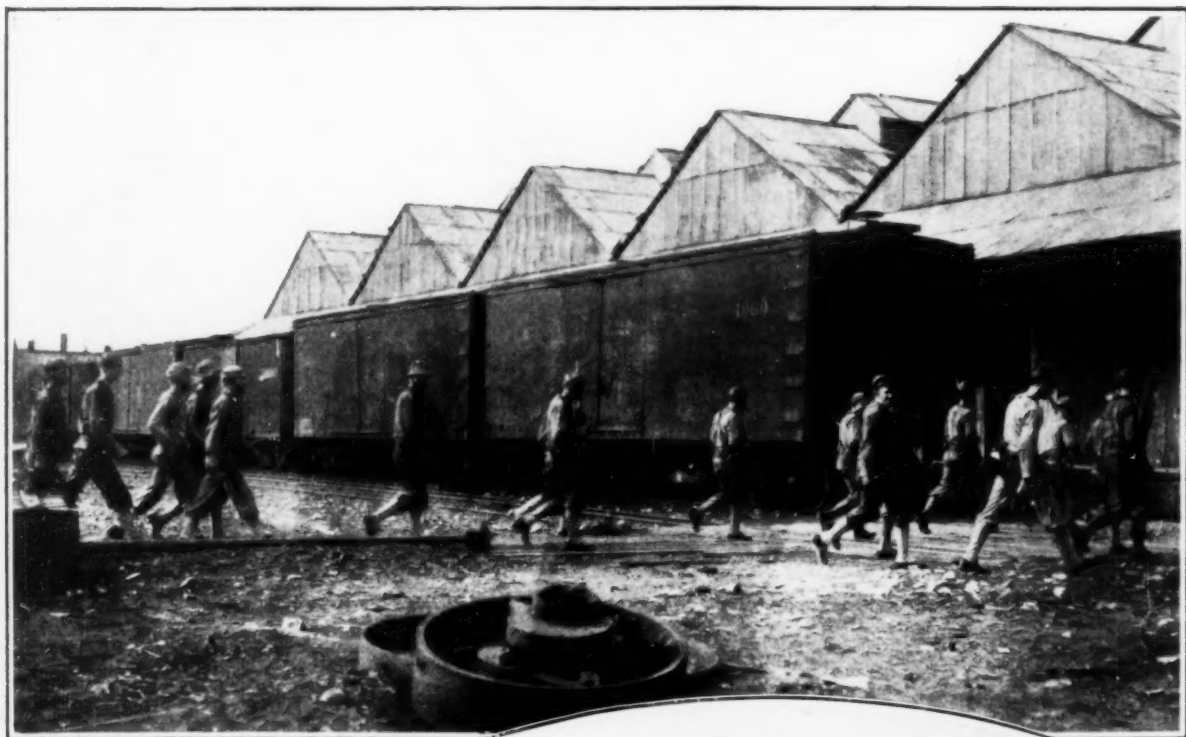
LOOKING OUT FOR VICIOUS HOSTILES

Sharpshooters from our warships stationed behind a railroad car and prepared to pick off Mexicans firing from the housetops. Many of the casualties—16 killed and 70 wounded—which befell our men were inflicted by these "snipers."



MEXICAN TROOPS RESISTING

Soldiers of the 18th battalion lying on the pavement exchanging shots with the advancing Americans. The Mexican loss during the fighting in Vera Cruz totals



COPYRIGHT UNDERWOOD & UNDERWOOD

ON THE DOUBLE QUICK

Husky marines, who had just landed, hurrying through the railroad yards to seize strategic points and to drive back fighting Mexicans.



AN EFFECTIVE GUN WELL MANNED

Animated scene in front of the Hotel Terminal while our marines were bringing a shore battery into position. The coolness and good marksmanship of these men make them wonderfully efficient.



A GARRISON OF BLUE BLUES
Uncle Sam's sailors in possession of the Plaza Constitution after a skirmish. Most of the flag were youths ranging from 17

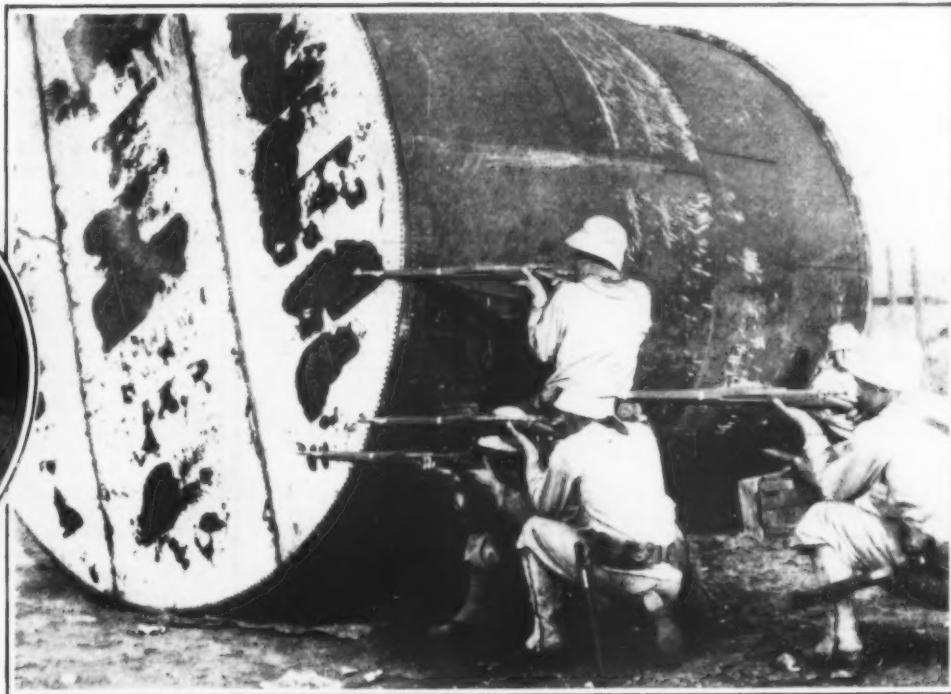
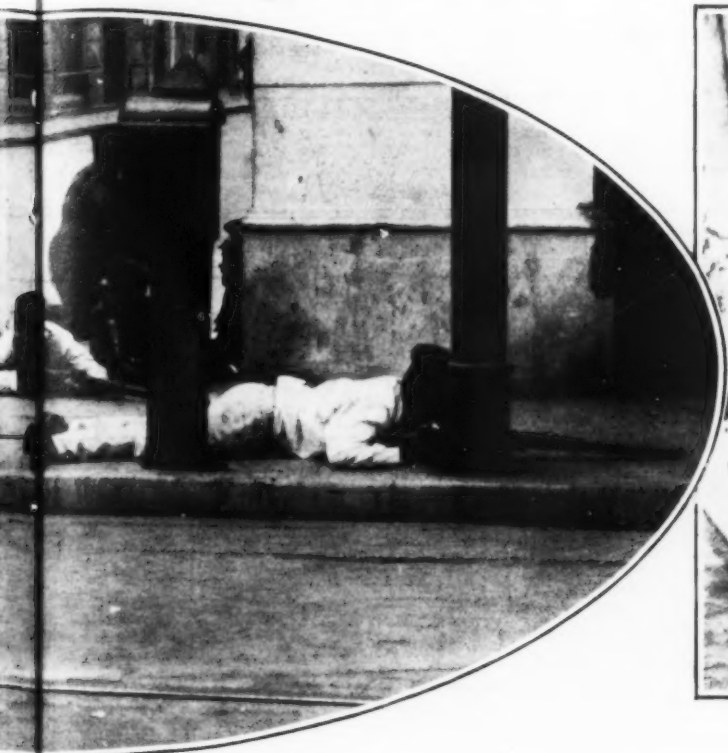


A THIN BUT POTENT

Squad of American marines stretched out across the street, roofs and elsewhere in the background. The aim of these

CRUZ BY THE AMERICAN NAVY

ing of the Mexican city by our bluejackets and marines



A UNIQUE BULWARK

American sharpshooters sheltered by a discarded tank and making it hot for Mexicans who were blazing away from different points of vantage at our bluejackets and marines.

S RESISTING THE INVADERS
on the pavement in Avenida de Independencia and
Americans. They were quickly dislodged. The
in Vera Cruz totalled 321 killed and wounded.



OF HAVE BLUEJACKETS
possession of the Hotel Universal on
for a snailish. Most of these defenders
s ranging from 17 to 21 years of age.



GRIM WAR'S HARVEST

Bodies of Mexicans who fell in front of the Hotel Diligencia. This building was stormed and taken by our men, relieving many American women and children domiciled there who were for a time in peril.

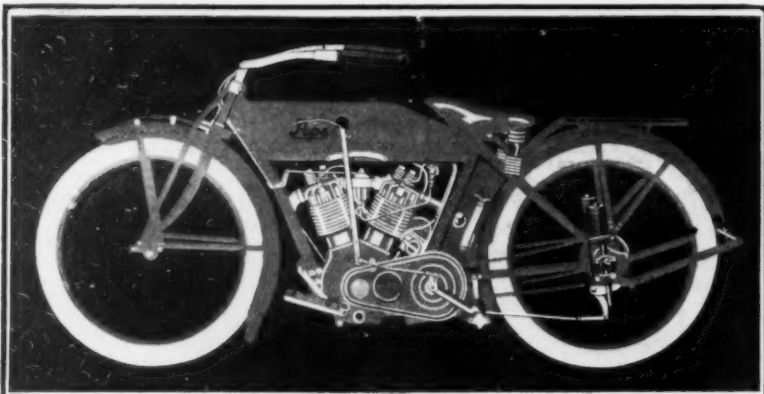


BUT POTENT LINE
at across the street and firing at "snipers" lurking on
The aim of these experts with the rifle was deadly.



A SANDBAG BARRICADE

Hastily constructed defense near a warehouse with a body of bluejackets behind it prepared to hold their position at any cost.



Pope Model L-14. "The Greyhound of the Road." Renold Imported chain drive; Bosch magneto; Eclipse clutch; Pope celebrated rear spring suspension; twin stem handlebars; double operated brake; comfortable foot boards; extremely low saddle position; Pope overhead valves. Price, \$250.

Make your work easier, save time and enjoy yourself

Your working day will be shorter and easier if you ride back and forth on a Pope Motorcycle.

The swift, exhilarating rides in the open air will brace you for all day and will rest and refresh you at night. And the most exciting of all sports—except flying—will fill your Sundays and holidays with keen enjoyment.

A Pope will give you a new and delightful interest to your life—and save you time, work and money.

If you ride the Pope Model L-14, no one can pass you on the road—70-mile speed if you desire it.

You can take hills that no other machine of its power can climb; many competitive hill-climbing tests have proved that.

Model L-14 develops 13.9 h.p., delivered at the rear wheel. Booklet describing tests at Worcester Polytechnic Institute sent free. The famous Pope rear spring suspension insulates frame, motor and rider completely from road shocks and insures a steady, forward motion.

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Pope

Quality Has Never Been Questioned

Pope Motorcycles and Bicycles have the benefit of 36 years' continuously successful experience in making motive vehicles. A guarantee of value.

THE POPE MANUFACTURING CO., 18 Cycle Street, Westfield, Mass., U.S.A.

Food Supply on the Increase

IN recent years we have been alarmed by the oft-repeated statement that population in this country is increasing faster than the food supply. It is reassuring to be told by the Committee on Statistics and Standards of the Chamber of Commerce of the United States that exactly the opposite is the case. This Committee shows that the popular belief as to the declining food supply was based on an erroneous use of statistics in the decade from 1899 to 1909. In this period the population increased 21 per cent, while the yield of cereals in 1909 was only 1.7 per cent, greater than in 1899. The population statistics are easily gained and are pretty accurate. The figures for cereal production are much subject to bad years.

The year 1909 was a poor year for corn, registering a drop of 114,000,000 bushels as compared with 1899. All other cereals in 1909 showed increases over 1899, ranging from 3 per cent. to 142 per cent, but since corn is much the largest crop we have, it pulled down the cereal class as a whole to a very small net increase. If the corn production of 1899 were compared with that of 1912 it would show an increase of 18 3/4 per cent, or over 492,000,000 bushels.

The fruit crop shows somewhat similar conditions to that noted in cereals, due to great variation in the apple crop. The apple crop of 1909 was 20 per cent, less than that of 1899, but that of 1912 was 50 per cent, greater than that of 1899. The Census Bureau shows an increase in acreage of vegetables of 27.8 per cent, from 1899 to 1909. Another fallacy attacked by the Committee is the belief that the land is being impoverished by constant and unintelligent cultivation. Government statistics show a steady, although slow, increase in scientific and intensive cultivation. The Committee concludes that the "outlook seems to be for a greater variety, increasing abundance and a more reasonable price of foods."

His Pipe

Though grandpa left us long ago, with years and labors ripe, Yet still upon the shelf we keep his old black briar pipe, And when we take it down we seem to see above the bowl The keen blue eyes that mirrored forth his wise and kindly soul. We took our sorrows to his knee, he listened to them all, From sister Letty's love-affairs, to Benny's "lost" ball, And when he filled and lit his pipe, we knew that he had found The end of all the trouble-skins our careless hands unwound.

So when my grown-up heart is sad with life's eternal pain, With reverential touch I take the old black pipe again, About it hangs the aroma of good tobacco still, And calls his sturdy spirit back to brace my weakened will. Through that old pipe he speaks to me, just as he used to do, And bids me face the world again with strength and courage new, And Hope around me folds once more her rainbow-colored cloak, And all my little troubles fade as once they did—in smoke.

MINNA IRVING.

The Distaste for Farm Work

WAGES on the farm have been steadily advancing for more than a decade, and all the while farm labor has been growing more scarce. Last year farm wages increased about 2.5 per cent., and since 1902 the increase has been 36 per cent. All over the world an increase has been going on, though the advance has been greatest in the United States. Yet while farm wages have increased even faster than the cost of living and much faster than the farmers' income, so great is the difficulty of getting help that it is a question among farmers in some sections as to how much longer they can keep going. All efforts to get people away from the city back to the farm have failed.

There is a growing distaste for farm work, which used to be considered as honorable work as a laborer might engage in. Everyone looks now for indoor work and short hours. When Governor Glynn of New York sought to relieve the problem of unemployment in New York City by giving idle men free transportation to farms where employment awaited them, one of the first demands made by the unemployed before agreeing to work was fifty per cent, more than the prevailing rate of farm wages.

In the same way that men shun the farm, girls shun domestic service. Wages have never been so high for domestic help as they are to-day, but girls prefer the factory with its trying conditions to household tasks.

White Frost Refrigerators

Sold direct from factory to you. Freight prepaid. 30 days free trial in your home. Easy monthly payments if desired.

The "White Frost" was adopted by the U. S. Government, after rigid tests, for use in Panama, where perfect refrigeration, sanitation and ice economy are so vital. The "White Frost" is beautiful as well as sanitary. Perfect refrigeration. Made entirely of metal. Emmeled snowy-white, inside and out. Revolving shelves. Trimmings solid brass, nickel-plated. Anti-friction roller bearing casters. 9 years on the market. Lasts a lifetime. (25 year guarantee.) Saves its price in cost of ice—very economical.



"Please, Bob, buy me a White Frost Refrigerator."

That's what thousands of women have said, after seeing the "White Frost." Buy one and pay for it on easy terms, without using it in your home. Prices low and payment so easy you will never miss the money. Remember—30 days free trial and all freight paid. Send postal for free catalog.

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GET YOUR NAME ON OUR LIST

with the comfortable room and the good board found with well-to-do families. Tens of thousands of farms want farm hands, and hundreds of thousands of homes want servants and they can't get them.

Queer Products of Packing Plants

FEW people realize what a tremendous industry the new packing industry is in this country. Nor does the average reader have any idea of the number of distinct products that have been evolved in such a plant as the result of the highest scientific skill. One great establishment publishes a list of between 25 and 30 edible products and an equal number of inedible products. A partial enumeration of the latter is informing: soaps, toilet requisites, glue, sandpaper, isinglass, glycerine, curled hair, bristles, wool, hides and pelts, leather, horn and bone novelties, lubricating oils, music strings, tennis strings, surgical ligature, stock and poultry feed and fertilizers. The modern packing plant is not satisfied with past attainments, but research work is constantly going on.

CAUSE AND EFFECT

Good Digestion Follows Right Food.

Indigestion and the attendant discomforts of mind and body are certain to follow continued use of improper food.

Those who are still young and robust are likely to overlook the fact that, as dropping water will wear a stone away at last, so will the use of heavy, greasy, rich food, finally cause loss of appetite and indigestion.

Fortunately many are thoughtful enough to study themselves and note the principle of cause and effect in their daily food. A N. Y. young woman writes her experience thus:

"Some time ago I had a lot of trouble from indigestion, caused by too rich food. I got so I was unable to digest scarcely anything, and medicines seemed useless.

"A friend advised me to try Grape-Nuts food, praising it highly and as a last resort, I tried it. I am thankful to say that Grape-Nuts not only relieved me of my trouble, but built me up and strengthened my digestive organs so that I can now eat anything I desire. But I stick to Grape-Nuts."

Name given by Postum Co., Battle Creek, Mich. Read "The Road to Wellville," in pkgs. "There's a Reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.



Jack London is with these troops for **COLLIER'S**. His first article is in this week's issue.

Jack London, Henry Reuterdaahl, James B. Connolly, Jimmy Hare

—are all with the troops or on the warships dramatizing the war with pen and camera exclusively for

Collier's

The National Weekly

Julian Street's twelve travel stories, "Abroad at Home"—recording his experiences in "discovering the United States"—in an early issue.

"Bealby"—a new serial by H. G. Wells, and his best—starts in June in Collier's.

Richard Washburn Child, Mary Roberts Rinehart, George Fitch, Grantland Rice, Hamlin Garland—all in Collier's.

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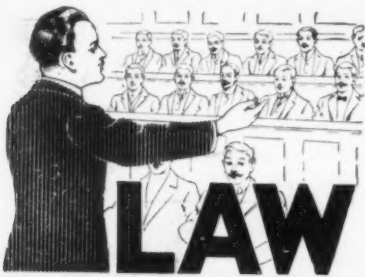
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Washington Preparing for War

By OSWALD F. SCHUETTE, LESLIE'S WEEKLY Bureau,
Wyatt Building, Washington, D. C.

A WHALEBOAT from the United States dispatch boat *Dolphin* runs out of oil; its sailors land and the uniform and the flag of the United States are insulted by their arrest; the demand for an apology and a salute to the flag brings with it an ultimatum, a refusal, and war. Thus is History made.

For more than a year the relations between the United States and Mexico were critical, and the peril of armed conflict hung by the slenderest of threads. Every one hoped for peace, all feared the inevitableness of war. And yet when the clash actually came it carried with it a shock of surprise that swept Washington off its feet. Even when the first reports of the Tampico arrests came there were few who realized that this incident might do what murder and outrages and a year of seething unrest had failed to do.

But once set in motion, events moved with dramatic speed across the stage. The

And it is a fearful burden. He is trying not to show its terrible worries, but they are telling upon him unmistakably. He feels that his is the real responsibility for everything that is done or to be done—and if there is blame, the real blame. He has listened patiently to the conflicting views of his Cabinet advisers. But he has always taken the decision entirely upon himself. As commander-in-chief of the army and navy he has not hesitated to issue the orders that he felt were needed or to restrain the impatience which he felt might be perilous. It is truly a terrible experience for a man who less than four years ago was a peaceful president of a university, barely on the brink of political activity. That his administration, with its hopes and prayers to promote world peace, should find itself plunged into war is to him the bitterest of experiences.

In times of peace the War and Navy Departments are busy enough, for they



PLANNING WARLIKE WORK FOR THE NAVY

Secretary of the Navy Daniels holding one of his daily councils of war to consider naval operations in connection with the trouble with Huerta. Left to right standing: Admiral Victor Blue, chief of the bureau of navigation and acting aid for personnel; Major General George Barnett, commandant of the Marine Corps; Captain A. F. Fechteler, aid for inspection; Captain A. G. Winterhalter, aid for material; Admiral Bradley A. Fiske, aid for operations of the fleet. Seated at the desk, Secretary Daniels.

Atlantic fleet was hurried to the Mexican coast, division by division, until a navy there, with its thundering dreadnoughts, would have been able to wipe off the seas the armadas of the world of the time of the Spanish war. Another fleet swept the Pacific coast. More troops were rushed to the border. Finally the army itself was sent under way to Vera Cruz. President Wilson asked Congress to authorize aggressive action, and while it haggled over the terms of that authority, events compelled decision and Vera Cruz fell while the Senate was still floundering in a sea of oratory.

Just as the Mexican conflict wiped all other news from the front pages of the papers, it cleared all other thoughts from the minds of the statesmen and politicians at Washington. The bitter fight over the Panama tolls exemption, the dispute over the Colombian treaty, the Federal Reserve organization controversy, trust legislation, the prohibition fight, and a thousand and one other things went to the foot of the crowded calendars, almost unnoticed. Everything centered on war. The army appropriation bill, the volunteer army bill, appropriations for refugees and items such as these alone found Congress willing to consider them. Departmental activities faded into the background. Patronage, so long the chief incentive to real action in Washington, lost its importance. President Wilson abruptly declined even to let it be discussed in his presence.

All his waking hours and the most of those in which he sought to sleep, the President has devoted to the overwhelming problem of the Mexican conflict. From early in the morning into early the next, there have been conferences and councils and meetings and discussions with hurried decisions and slow and careful deliberations. For, just now, the President, is the actual head of what are for the moment the three greatest departments of the government. It is he who is directing all the activities of the State Department, with its delicate diplomatic intercourse. He is commander-in-chief of the army and of the navy—under the Constitution of the United States—and he is carrying the burden of all of their operations.

have in their jurisdictions such vast public works that it does not take war to keep them busy. But when the first notes of the Mexican conflict were sounded, when the Atlantic squadron received its first orders and the troops moved inevitably to the frontier, these departments took on an air of feverish activity. Everything moved smoothly, but with relentless speed. Every new dispatch from Mexico required new operations, but the movements of the army and the navy followed almost automatically. Secretary Garrison and Secretary Daniels, after conferring with President Wilson, turned over to their subordinates the actual execution of these important orders. In the midst of the crisis, Major General Leonard Wood was succeeded by Major General W. W. Wotherspoon as Chief of Staff. But everything moved on as though no change had taken place and General Wood prepared to become commander of the army in the field. He is generally looked upon as the man who is to be the real commander of the conflict and likeliest to be the first military governor of Mexico, and to be the real director of the pacification of that republic. General Wotherspoon will be the chief adviser here of Secretary Garrison.

In the navy it was interesting to note that the youngest of the Rear Admirals, Henry T. Mayo, should have been the one first in the limelight of the conflict. For it was his demand for a salute to the flag that precipitated the crisis. He is in command of the first division of the Atlantic fleet and was ranked in Mexican waters by Rear Admiral Frank F. Fletcher, the commander of the third division. And when the entire fleet assembled both of them carried out the orders of Admiral Charles J. Badger, commander of the Atlantic fleet. They were joined then by Rear Admiral Cameron M. Winslow, whose "special service squadron" is to be the flying squadron of the east coast. In Washington the Secretary's official council consists of Rear Admirals Bradley A. Fiske, aid for operations, and Victor Blue, chief of the Bureau of Navigation, Major General George Barnett, commandant of the Marine Corps, and Captains A. F. Fechteler, aid for inspection, and A. G. Winterhalter, aid for material.

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In the World of Womankind

By KATE UPSON CLARK

EDITOR'S NOTE—This department will be devoted to the use and the profit, and especially to the pleasure of all womankind and particularly of girls,—all kinds of girls, rich and poor, plain and pretty, gay and grave, wise and otherwise,—and they are invited to read it, contribute to it and comment upon it, approving or disapproving as they see fit. Their letters will always be carefully read and considered. They can reach Mrs. Clark quickly by addressing her care of Women's Department, Leslie's Weekly, 225 Fifth Avenue, New York City. Correspondents are requested to give their names and addresses, not for publication, but as a token of good faith.

Our Illinois Sisters

THE voting habit among Illinois women is as yet only a baby, but the baby did pretty well in the recent election out there. It shut up 1,100 saloons in the state, and added nineteen counties to the "dry" column. This does not mean that all drinking in those counties is going to stop, at once, for drunkards and near-drunkards will steal their tipples if they cannot get it honestly; but it does mean that the stamp of unlawfulness is placed on the liquor traffic there. In Chicago, though the women who ran for office—in every case, as impartial reporters say, better than the men who opposed them—were beaten, still, they put up a splendid fight, and we are told that the politicians see clearly that they have a new and mighty force to reckon with. Women are much like their brothers, and their votes will not at once bring the millennium; but, on the whole, and in the vast majority of cases, they will stand as a unit for every measure which means the protection of their homes and children. This is to say that they will vote for whatever tends to insure pure food, especially pure milk; for better schools; for men of clean life in office; for the suppression of the liquor-traffic and the brothel; for better prisons and more enlightened modes of dealing with criminals; for Children's Courts; for police matrons and policewomen to have the custody of offending children and women; and for the abolition of the smoke-nuisance and everything else which tends to soil and deface our towns and cities. They are thirsting for beauty, too, and it is to our women that we must look for the esthetic legislation which will at least mitigate the ugliness of our country. It is foolish to say that all these splendid causes can be helped by us as well without the vote as with it. All these matters, once privately managed, if at all, have entered the domain of politics, and this is why women should actively help there. These are their especial affairs, and since they have gone into politics, we must follow and look after them. Please, dear antis, won't you open your eyes and see what a perfectly clear case it is?

Marrying the Whole Family

"I AM marrying Tom, but I am not marrying his whole family," said a bride the other day. Yes, but you are. When you get married, you do come into relationship with his whole family, and you can't help yourself. I have known a number of cases in which some "sniffy" bride or bridegroom tried to ignore certain members of the "married-into" family, and later had to be closely connected with them. There was civility on both sides, but the early break could never be quite covered up, though the one who made it would have given anything to have it forgotten. When you get married, unless there are actual criminals there whom duty would forbid you to recognize, accept cordially all of the family into which you are going. Don't be mean and airy about it. Apart from considerations of right and propriety, there may be others which will make you sorry enough if you don't.

Shall Wives Work Outside the Home?

THE correspondent who was so much interested in our statement that the current literature of the day is tinged with the idea that married women should work outside their homes, an idea which has had its chief champion in Mrs. Gilman, will be interested in Mrs. Elia Peattie's new book, "The Precipice." Here we have several kinds of women but all of the distinctively "new" type. One becomes an opera singer. She starts out with a flourish,—but she loves a poor and struggling doctor, and decides to give up her promising "career" and marry him. Another has heard much of the necessity of becoming a "comrade" to her husband. She accordingly helps him in his biological studies and makes some great discoveries, but the biggest one she makes is that she has lost his love, for all her trouble, and that he has run away with another "lady." Another works herself to death to get a "Ph.D.," but breaks down in health and derives no good

from it. The heroine herself is made the head of the government Bureau for Children. She loves Karl Wander, but ought she to give up her great work to marry him? He says she must not,—but that they must marry just the same, he pursuing his business in one place and she in another, aiming some time to have a home together.

Heaven's First Law

THE Rev. Robert Davis of Englewood, N. J., preached on Easter Sunday a little sermon to children from the uncommon text in Luke: "The napkin that was about his head, not lying with the linen clothes, but wrapped together in a place by itself." He inferred from this that even in the transcendent act of the resurrection, order was not neglected. The tomb had been left in order. From this he wove a pretty little homily upon the beauty of order and the necessity, if we cultivate efficiency, to preserve order, even in the exigencies of life. This lesson cannot be too seriously taken to heart by all girls, for it is to women that the order of the home is to be entrusted, and unless habits of order are fixed early in life they are seldom acquired at all. Order tends to economy, accuracy and thoroughness, and Mrs. Frank Learned says that those who are not orderly are likely to be "untrustworthy, incapable, fretful and unhappy." And perhaps she is right. A man that I know is so proud of the way in which his wife, who does her own housework, keeps her kitchen and closets and her own and his bureau, that he takes visitors through their house and insists upon opening doors and drawers for their admiring inspection. Her beautiful orderliness has greatly intensified his love for her. Look at the way in which a truly orderly person packs her suitcase or arranges her shopping-bag. What a pleasure it is to see it opened, with its neat packages, folded veil, gloves and neckerchief. It is like looking at a delightful flower.

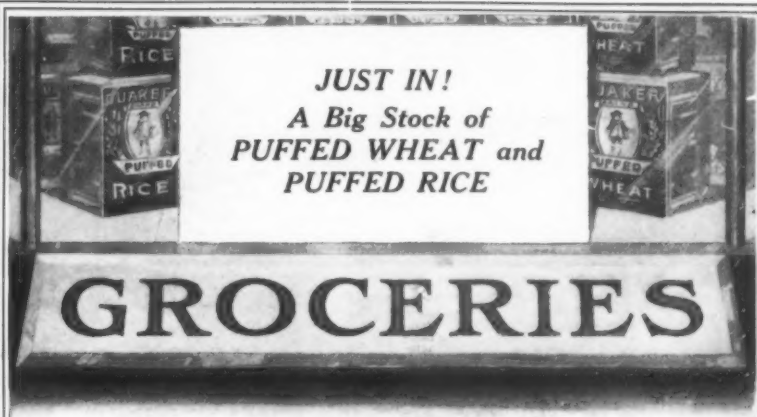
It is possible to overdo this virtue, like every other, and to make our friends uncomfortable in our pursuit of immaculate system,—but the chief danger lies the other way. Order is truly heaven's first law. It is necessary to the efficiency and the acceptability of men, but it is ten times as necessary to women. Girls, never forget this.

Know the Flowers

A GOOD many people do not seem to realize that getting acquainted with flowers is not a little like getting acquainted with charming people, being able to call them by name and greet them when we meet them—looking into their beautiful faces, and basking in the perfume of their presence,—but it is just that. A lady was riding through Central Park in New York, the other day, who was one of this numerous sort. She is highly educated, has remarkable ability in many lines, has traveled again and again in foreign lands, knows almost everybody in her city who is worth knowing,—and yet she does not know the common wild flowers or park shrubs by their everyday names. Of course, it is not to be expected that laymen should know the botanical names of our flowers. But the usual, sweet, plain names of our loveliest fellow-creatures—surely we should all know them.

"What is that wonderful patch of color on that bank?" cried the accomplished lady from her motor-car. It was nothing on earth but a bed of moss-pinks! She did not know the first park-harbinger of spring, the brilliant yellow forsythia. As for flowering currant, she had never heard of it, though she confessed that she had seen the shrub in bloom every spring. Flowering quince was another familiar mystery to her. The wistaria, daffodil and lilac she actually knew, but the delytra, columbine and crane's bill were unknown to her, as were also spiraea, bridal wreath and saxifrage.

Do not let another spring find you meeting these delicate and charming little friends of ours without knowing them as they lift up their faces in their ordained procession, and calling them by their right and proper names.



All Ready for Strawberry Time

In the spring, grocers everywhere stock up on Puffed Grains to get ready for strawberry time. Our mills are run night and day. We have sent out more than ten million packages to prepare for June demands.

For people, more and more, are mixing Puffed Grains with berries. The tart of the fruit and these nut-like morsels form a delicious blend.

Serve Together

When you serve berries, serve with them a freshly-cripsed dish of Puffed Wheat or Puffed Rice. Mix the grains with the berries, so that every spoonful brings the two together.

The grains are fragile, bubble-like and thin, and the taste is like toasted nuts. They add as much deliciousness as the sugar and the cream.

Strawberries, you think, are hard to improve upon. But try this method once.



Puffed Wheat, 10c Except in
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There are many delightful cereals. We make 17 kinds ourselves. But Prof. Anderson, in creating Puffed Grains, has supplied the daintiest ready-cooked morsels which come to the morning table.

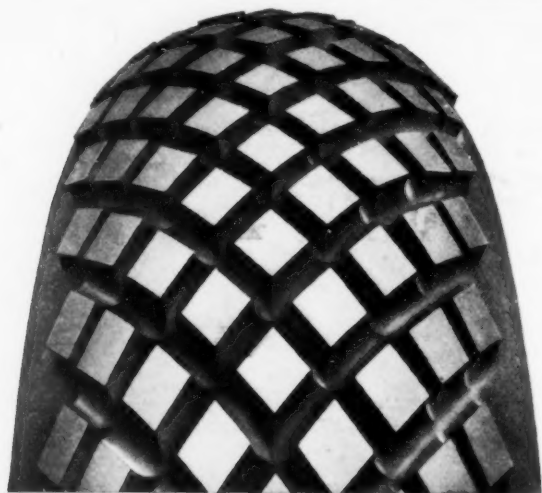
And their delights are endless. They are good with sugar and cream. They are good mixed with fruit. Yet countless people like them best when served like crackers, floating in bowls of milk.

Girls use them in candy making. Boys eat them dry like peanuts. Cooks use them to garnish ice cream. In all these ways they take the place of nut meats.

But they are never better than at berry time, mixed with the morning fruit.

The Quaker Oats Company
Sole Makers

(569)



No-Rim-Cut Tires Now Undersell 16 Other Makes

Goodyear No-Rim-Cut tires—once the high-priced tires—dropped 28 per cent last year. This was partly due to lower rubber. But our multiplied output—the largest in the world—cut factory cost immensely. New equipment brought cost down. And last year we pared our profit down to an average of 6½ per cent.

Now price competition, on an equal-grade tire, is practically impossible. Our low cost and low profit mark the present-day limit.

The result is, 16 makes of tires now sell at higher prices—some almost one-half higher. Three tires of several makes now cost you as much as four of Goodyears. This extra price per tire will run as high as \$14.

What Extra Price Can't Buy

Note, in this connection, that Goodyear tires hold the topmost place in Tiredom. They outsell any other.

They won that place by showing lowest cost per mile. By proving this low cost to hundreds of thousands, when No-Rim-Cut tires were higher-priced than other standard tires. And they still retain, over rival tires, every old-time advantage.

Four of Them

The No-Rim-Cut feature in these tires is controlled by us. And no other satisfactory way has been found to end this major waste.

The blow-outs due to wrinkled fabric are saved by our "On-Air" cure. We final-cure each tire on air, under actual road conditions. It means to us an extra cost of \$1,500 daily, but it saves tire users millions.

Loose treads are fought by a patent method, which reduces this risk by 60 per cent.

In anti-skids we offer you our double-thick All-Weather tread. A very tough tread with deep, sharp-cut projections—the most efficient anti-skid in existence. Yet this tread—flat, smooth and regular—runs just like a plain tread.

Mark that no other tire at any price offers one of these features. And those are the features which gave these tires leadership in Tiredom.

Don't Over-Pay

Get the best tire men can make. Tires undergrade are costly, however low the price. But Goodyear prices buy the utmost in a tire, and higher prices are bound to average higher cost per mile.

Any dealer will supply you Goodyears if he knows you want these tires.



THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO

Toronto, Canada London, England Mexico City, Mexico

DEALERS EVERYWHERE

Branches and Agencies in 103 Principal Cities. Write Us on Anything You Want in Rubber.

(1532)

The Best Reason for Good Roads



In early spring, such roads as these become almost impassable, but—



the smooth-surfaced, hard highway is in perfect condition and open for traffic as soon as the snow drifts disappear.

Motorists' Column

Motor Department

Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks and delivery wagons, motorcycles, motor boats, accessories, routes or State laws can obtain it by writing to the Motor Department, Leslie's Weekly, 225 Fifth Avenue, New York City. We answer inquiries free of charge.

GOOD ROADS AND A GOOD CAUSE

THE plea for good roads does not emanate solely from automobile owners or manufacturers, nor from makers of road machinery and materials—these, of course, are interested in any movement that serves to promote the pleasure of motoring or to increase business—but the real need is in the rural districts in answer to the cry of the children for facilities for better education; from the farmer for an economical method of transporting his produce to market and for bringing his supplies to his home; from the merchant for a means of supplying customers outside of the paved streets of the city.

When children can go to school on roller skates; when the farmer can haul three tons of produce in spring, as well as in summer, with a team or light motor truck; and when the merchant can seek customers within a radius of sixty miles, and deliver goods to them economically, life in the rural districts will have undergone so radical a change that the "back to the farm" slogan will be changed to "don't forget the city," and the cherished hopes of the real good roads enthusiast will have been realized.

The writer has seen roads so deep in mud and water, that schools along the route could hold sessions only five or six months a year—and in the early spring, when the snow was just off the ground, he has seen children from miles around spinning merrily to school on bicycles and roller-skates; he has seen a two-horse team hopelessly stuck in the mud, with a two-ton load of produce—and he has seen a single horse pulling the

same load, at a six-mile pace, over a highway that was constructed in spite of the opposition of those who contend that it was built solely for the benefit of automobile owners; he has seen farmers subsisting on their "winter supplies" until late in the spring, when the roads would become passable—and he has seen the delivery cars of large department stores making their daily deliveries throughout the year in rural districts thirty miles distant from the city.

It is to be regretted that the good roads question has been so beclouded with false issues and revelations of graft; ill feeling has been engendered by cries of "favoritism" from adherents of one type of construction when another has been specified; and politics has entered into the sectional distribution of state appropriations. But good roads adherents cannot afford to lose sight of the fact that a real good road is an asset to their cause, regardless of its type, and that petty differences of opinion and destructive criticism, while possibly necessary in their proper places, nevertheless work infinite harm to the cause in general when spread broadcast, and may serve to retard the attainment of the good roads "millennium" for several years. There is a sincere and unselfish belief, that, for obvious economic reasons, the ultimate prosperity of the country will depend to a large extent upon the maintenance and construction of smooth, serviceable roads, and only to the furtherance of such propaganda does the Motor Department render its approval and assistance.

Questions of General Interest

Saving of Motor Fire Engines

T. H. A., Ohio: "Have motor-driven fire engines and hook and ladder trucks proved a success in New York City?"

Decidedly so. The new fire commissioner is following the lead of his predecessor and motorizing the New York Fire Department as rapidly as possible. He states that the number of automobiles in this department that have already been used to replace horses, will save \$65,000 this year in feed alone.

Motorcycle Fuel Consumption

H. W. T., Texas: "A number of us in this section have been arguing as to the distance that can be traveled by a single- and two-cylinder motorcycle on a gallon of gasoline. Of course, I understand that the result depends largely upon the manner in which the machine is operated and upon road conditions, but what do you consider to be the average for both types of motorcycles?"

You should expect a two-cylinder seven- or eight-horse-power motorcycle to travel sixty or sixty-five miles on a gallon of gasoline and a single-cylinder machine to cover a distance approximately thirty per cent. greater, on the same fuel.

Tires by Parcel Post

T. R. M., Mass.: "Do tire manufacturers send tires by parcel post, or are these too large to come within the regulations?"

By a recent ruling of the Post Office Department, tires can be sent by parcel post.

If they are wrapped so that the center is left open, the outside diameter is considered to be the length of the parcel, and the circumference of the tubing itself as the girth. From these figures you can easily determine the cost of sending a tire by parcel post in the different zones, by consulting the post office regulations.

Use Rear Tires of Equal Size

T. R. L., Pa.: "Does it do any harm to use one non-skid tire and one smooth-tread tire on the rear wheels?"

As a rule, because of the added thickness of the tread of the non-skid tires, these are slightly larger in diameter than are those of the smooth tread type. The traction of the larger wheel would therefore be somewhat greater and would result in increased wear on the non-skid tire. Furthermore the difference in diameter of the wheels would cause the differential gears to operate continuously, with the result that unnecessary wear would be induced in them. The same conditions would not prevail at the front wheels, but, of course, your speedometer readings would be slightly inaccurate if you use a tire of a different size than that for which the instrument is geared.

BUY INDESTRUCTO BAGGAGE

Many persons, in their desire for economy, make themselves over extravagant. There are some very successful men and women who cannot see why they should buy good traveling equipment, and in the end they pay more for this false economy than the more expensive first quality articles would cost.

Merit is not based on temporary value, but on long economics.

Never buy cheap luggage; buy rather lasting luggage; it will cost you more at first, but the extra cost is your travel insurance.

Indestructo Trunks represent the highest quality which it is possible to build into traveling equipment.

Indestructo Trunks are priced accordingly; they cost you more to buy in the first instance, but they are the cheapest in the long run.

We do not leave trunk service to chance; we guarantee full five years service on Indestructo Trunks, regardless of how far they travel or what happens.

Write today for the Indestructo Travel Book, and also for a copy of Caveat Emptor.

National Veneer Products Co.
285 Beiger Street Mishawaka, Ind.

Only 2 Cylinder Rowboat Motor

MORE POWER
GREATER SPEED

The only 2-cylinder rowboat motor—beats anything on the market. A real engine. Powerful, fast—quiet and smooth running, vibrationless. Starts on the first "kick" and reverses easily.



Koban Rowboat Motor

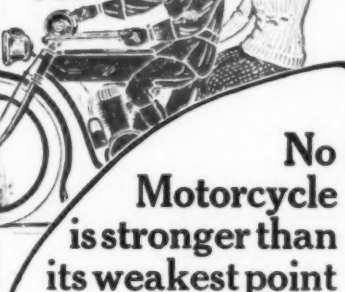
Overcomes vibration, the biggest objection to rowboat motoring. All revolving and reciprocating parts perfectly balanced. Fits any rowboat—can be steered with engine shut off. Weedless rudder and propeller. Costs less per horse power. If you are going to buy a rowboat motor this is your best bet. Full particulars on request. Agents wanted.



KOBAN MFG. CO., 265 South Water St., Milwaukee, Wis.

Prest-O-Lite

for Motorcycles



No Motorcycle is stronger than its weakest point

You wouldn't buy a machine whose engine would be useless the first time the motorcycle tipped over.

At night, light is as important as power.

Any motorcycle lighting system depending upon a toy storage battery or delicate complicated apparatus may be destroyed by a knock or jolt which you wouldn't notice otherwise.

Prest-O-Lite is absolutely reliable

Safe, simple and sturdy, it has proved its worth in constant service for thousands of experienced riders.

The most convenient system, and the most economical. The operating expense is no greater than that of a carbide generator and only one-third to one-fifth that of electric light.

30-Day FREE TRIAL

You can prove all our claims for Prest-O-Lite by our 30-day trial plan. Before buying any other system, insist upon the same kind of a test.

Insist Upon It!

Any dealer who offers you a combination of equipment, including any other lighting system, will give you Prest-O-Lite instead, if you insist. And if you know the facts, you will insist. Tear off on the dotted line, write your name and address below and mail it for complete information about motorcycle lighting.

Prest-O-Lite is ideal for Stereopticons

The Prest-O-Lite Co., Inc.
731 Speedway, Indianapolis, Ind.
(Contributor to Lincoln Highway)

Please send facts on ALL Lighting Systems to

How Our Naval Forces Took Vera Cruz

(Continued from page 462)

These were soon smashed in and swords, rifles, and revolvers thrown from the windows into the street.

In the central part of the city, dead Mexicans lay at almost every corner. Two hundred bodies were found before noon. Scores of wounded soldiers were also discovered behind doorways and in out-of-the-way corners, where they had crawled on hands and knees to escape our men. The poor fellows evidently feared that the Americans would treat their prisoners of war as do the Mexicans; and expected a bayonet thrust or sharp knife across their throats. When, instead, our surgeons carefully dressed their wounds and had them tenderly lifted and carried to San Sebastian Hospital it was pathetic to witness their profound gratitude. One veteran soldier, it is said, was so moved by this amazing treatment from an enemy that he raised himself on his shattered arm and attempted to kiss the surgeon's foot.

Before noon practically the entire city was under American control, and by nightfall nearly all of the shops were open and the restaurants and cantinas in full blast. The casualties on the American side, during the second day's engagement, were eight killed and thirty wounded, almost twice that of the preceding day.

After the military occupation of the city was completed, Admiral Fletcher issued a proclamation outlining the intention of the United States in Mexico, guaranteeing protection to all citizens and property, and requesting the civil authorities to return to their duties. As this was not accepted in the spirit intended, the Commander-in-Chief transferred his headquarters from the Florida to the Terminal Station ashore and declared martial law. He then appointed naval officers to different positions in the civil government, formally raised the Stars and Stripes, and, for the second time in history, Vera Cruz became a *de facto* American city.

In the meanwhile, Admiral Badger's orders to proceed to Tampico had been countermanded and he steamed with all speed to Vera Cruz, reaching there the day after the occupation, in ample time, however, to increase the forces ashore to two thousand men. Our lines were then extended five miles, entrenchments thrown up, and outposts established, in case General Maas should attempt to recapture the city.

On Tuesday morning, April 28, Brigadier-General Frederick Funston, with one hundred and seventy-seven officers, and three thousand men arrived in the transports Kilpatrick, Sumner, McClellan, and Meade. The men were disembarked, General Funston given supreme command ashore, and the bluejackets relieved. Two thousand marines from the fleet, however, remained ashore, and were incorporated into General Funston's command.

Another period of "watchful waiting," but this time fully prepared for any hostile move on President Huerta's part, will be our policy through the long-drawn-out mediation of Argentina, Brazil, and Chili.

Our Greatest Warship Off for Mexico

(Continued from page 463)

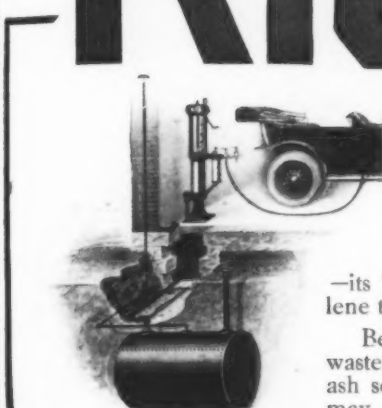
has never had a trial trip—and during the night when they set her engines turning eighty-four revolutions a minute, pushing her through the water at fourteen knots an hour, she never balked or quivered. Like a duck through a pond, she slipped through a heavy sea.

And now the *New York* is heading for Mexico. Already Newport, summer residence of the wealthy, looks in the distance, through the fog, like the mere suggestion of a city, dreamed of and now forgotten. Behind us the screws of the *New York* are churning the green sea a foam-colored white. League by league the land leaves us and we are heading into the horizon at eighteen knots an hour. The outlying points appear, for ten minutes, to lie clear off to starboard and then gradually fade, like an illusion sinking into the nothingness from which it came. The line of the shore has become one now with the slate-colored sea. Already the course is switching, heading south, while the last aboard sit around the ward-room telling the story of mighty preparations ashore.

The greatest warship in the world, without preliminaries or the long monotony of intervening months of practice, is under us, quivering alive, going direct from her makers to what she was made for—war!

"KICK"

Keep It In Your GASOLENE Save the Oil - Make It Pay



When gasoline loses its "spirit", it can't do its best. That extra mile, or that attempted dash uphill shows you why!

Gasoline "left in a can" in the garage acts that way. It loses its "spirit"—its "punch"—its "vim"—its "kick." You must use *more* gasoline to get the *action* you want.

Besides, handling gasoline in a can is wasteful, unsafe. The "flick" of a cigar ash some day, or the "click" of a heel may end in disaster. That's just how

these things *do* happen. For all 'round results store your gasoline in one of the

BOWSER

Underground Gasolene Systems

Then, no wasted gas. No "weather" conditions to vaporize the oil. No dirt to get in. No fire danger. No leakage. No "borrowed" gasoline. No mussy garage.

Gasolene can be piped and Bowser-pumped any distance from tank to garage. Gasolene is accurately measured.

Bowser equipment also includes gasoline and oil storage outfits for the public garage. Set a standard of efficiency in the garage up to which every man must measure. Learn of the Bowser system for your garage. Use the coupon. Costs you nothing to find out—no obligation. Send the coupon NOW.

In Stores and Factories

In stores where oil is sold, Bowser Systems are keeping it safe, and free from all loss in handling. Bowser-stored oil cannot taint other merchandise. Oil is accurately measured. Fire risk is reduced.

In factories, Bowser Systems are used from simple portable units to huge centralized storage, filtering and circulating systems. A system for every need—the result of 29 years' Bowser experience. Over 500 different Bowser Systems made. Over a million users.

Sign and mail the coupon. Let Bowser help you solve your oil storage problems whether you're a garage owner, store-keeper or are seeking to make oil pay in a power plant. "Do it NOW."

S. F. Bowser & Co., Inc.

Engineers and Manufacturers of Oil Handling Devices

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Without expense or obligation on my part send me particulars regarding a Bowser Oil Storage Outfit for the purpose which I have indicated with an [X]

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MAJESTIC GARBAGE RECEIVER and REFUSE BURNER Combined

contains a galvanized garbage can below the ground, keeping it free from frost in the winter and from the hot sun in summer.

Cannot be entered by flies, dogs or rats. Operated by the foot. *Write for catalog, prices and name of your local dealer.*

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406 Erie St., Huntington, Ind.

Garage \$49.50

Genuine "Edwards." Ready-made, fire-proof garages. Quickly set up any place. Direct-from-factory prices—\$49.50 and up. Postal brings illustrated 64-page catalog.

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Guaranteed 25 years, hand-engraved plain polished or with your own monogram, and our starting offer is to send you this 1914 model free of charge for your approval.

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But if after you have worn it 30 days FREE and don't want to keep it, send it back at our expense. You assume no risk whatever. You do not buy or pay one cent until we have placed the watch right in your own hands for your decision. We want no security, no interest, no red tape—just common honesty among men. Write for our BIG FREE WATCH AND DIAMOND BOOK today. Do it NOW!

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FILL your fountain pen with Stafford's Commercial. When you see how much better this old reliable steel pen writing fluid works in your fountain pen you'll use it right along.

Costs 30 to 50 per cent less. For your personal use, get Stafford's Commercial in the new filler bottle—complete with self-contained filler, handy and compact. Easy to refill from your quart bottle.

If you have never tried Stafford's Commercial in your fountain pen ask your stationer. He will give you a trial bottle for the coupon below with a twenty-five cent purchase of any goods. Go to your stationer today.

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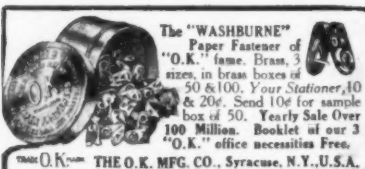
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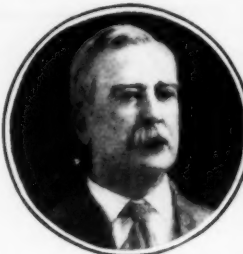
and all other standard New York Stock Exchange securities and Standard Oil Stocks carried for investors on the Partial Payment Plan. A small initial deposit, balance to suit your convenience. From one share upward. Free from market risks or fear of margin calls. Send for circular B-63 and Weekly Market Review.

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THE O.K. MFG. CO., Syracuse, N.Y., U.S.A.



HON. EMMET O'NEAL
Governor of Alabama, who has been urging an end of railway baiting and the establishment of an era of industrial peace and development. He would allow railroads liberal returns and would encourage construction of new lines.



W. R. WILLIAMS
Of San Francisco, state superintendent of banks of California, who in a recent address before members of the California Bankers' Association pointed out the good effects of supervision of financial institutions.



GEORGE C. VAN TUYL, Jr.
Former state superintendent of banks of New York, who was recently elected president of the Metropolitan Trust Company of New York City. The passage of the Van Tuyl banking bill by the legislature was largely due to him.

Jasper's Hints to Money-Makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE-JUDGE Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York.

STRANGE is the indifference of a nation to impending trouble. A trivial incident precipitates a disastrous war as a match may start a conflagration. The startling symptom of our day is the universal unrest. France is in the grip of the Socialist, England on the verge of Civil War and the United States is threatened with an industrial upheaval fraught with frightful consequences.

It is not difficult to foresee the results of demagogic attacks on big business or the interruption of amicable relations with leading nations. Even face to face with war itself and awaiting Mexico's decisive word the people of the country apparently felt no apprehension though war means death, ruin and destruction.

The tendency of the day is to follow the dreams of the visionaries. We are being governed by our emotions. We are discarding the representative form of government established by our fathers and endeavoring to create a new form of government by the individual in the belief that this is the highest development of democracy.

Many thoughtful persons have expressed grave fears that these tendencies would result, in this country, as they did in France, a century ago, in revolution. In fact a silent revolution is now going on. It threatens not only our industries, our railroads, our workshops and our wages but also it threatens the church, the law and the courts.

In this emergency the call of the times is for men not only of high character but also of supreme ability. Honesty is not ability. Some of the wildest theories of government have been advocated by honest men. The history of the world is full of sanguinary tales of butcheries and massacres by those who believed, in all sincerity, that they were acting by divine command.

Dreams, visions and emotions all have their place, but life is a stern reality. The protection of the home, the care of the children, the education of our youth and the inculcation of patriotism are the things that must be thought of. In this wonderful new country, the masses have been peculiarly favored. Providence has showered its blessings upon us. Capital and labor have combined to develop our wealth, to build our railroads, to create our industries, to till the fields, to open the mines, and to dig the wells.

A big nation requires big men, big business, big brains, big ships, high wages and good salaries. In other lands no one questions this, but in our country the demagogue and the self-advertising and self-seeking politician have created wide distrust of our captains of industry, our railways and corporations. These have had their shortcomings, and no one denies it, but, under restrictive and regulating legislation, the industrial corporations and the railways are faithfully obeying the law and only asking that its meaning be intelligently interpreted.

Under existing conditions it is generally believed that the only relief of our railway and industrial corporations must be by a reduction of wages. It is said that the

independent steel operators are already considering the matter. This is most unfortunate, for high wages mean much for the general welfare. The principal purpose of the large industrial corporations was to secure stability of prices and of wages. This fact has been carefully obscured by the trust busters, but experience will be the best teacher, as it always is, and when the people have come to realize the truth they will be the best friends of big business that it can possibly have.

It is said that members of Congress are hearing vigorous protests from many of their constituents against further trust legislation. Chambers of Commerce are also being heard from and when the business men and the workingmen of the country combine in defence of our industries and our railroads, the "busters" and "smashers" will fade away into the obscurity from which they emerged.

It used to be said that the iron market was the barometer of trade. It might well be added that Wall Street is the reflector of the business of the country. The stagnation it has recently experienced does not indicate, as some believe, that the market has been sold to a standstill and that an upward movement must naturally follow. It is true that stocks are in strong hands, as they always are after such a protracted liquidation. It is also true that substantial dividend payers are selling at what appear to be very attractive figures. But until the general prosperity of the country receives stronger assurance than it now has of relief from oppressive legislation, even the hope of good crops can hardly give the stock market a strong lasting upward impetus.

The flurry in the stock market caused by the American occupation of Vera Cruz ended soon, and prices reacted upward. The steps taken towards mediation between the United States and Mexico inspired confidence that war would be averted, and so other factors entered into the situation.

Coupons are still arriving in great numbers from persons desiring to join the Protective Security Holders Organization. I quote from some of the letters approving the organization:

From Orwell, O.: "I wish to commend the work you are doing for the good of the investing public."

From South Omaha, Neb.: "The business men of the United States are holding a sack while Congress is raising the dickens with business."

From Brooklyn, N. Y.: "I would gladly sign a protest to the President against the Government's action to disintegrate the Corn Products Refining Co."

From Ashland, Ore.: "If such a Protective Society were started through with a complete membership of all security holders it would effectually put a stop to freak legislation."

From Germantown, Pa.: "If our school teacher at Washington would only close his school (Congress) for the balance of his term, business would right itself and investments then would be upon a sound basis."

SIGN THIS COUPON AND MAIL IT

Date.....1914
Jasper, Financial Editor LESLIE'S WEEKLY,
225 Fifth Avenue, New York.

You can enroll me, without expense, as a member of The Protective Security Holders' Organization, organized for joint protection against unjust, unwise and unnecessary legislation.

Signed.....

Street No.....

City.....

State.....

(Continued on page 477)



THE \$100 BOND

Take care of the hundreds and the thousands will take care of themselves.

You can buy on the Partial Payment Plan—with an initial deposit of \$10 on each bond and succeeding monthly payments until you acquire full title.

Send for booklet #—Partial Payment Plan.

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SPECIALISTS IN
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Their soundness is indicated by the fact that no one has ever suffered loss on any security purchased of this House, founded 32 years ago.

Write for The Investors' Magazine, our monthly publication, and Circular No. 557.C

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This handy booklet will enable you to keep an accurate record of your income and expenses, and a complete analysis of the items you can deduct from your returns.

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Please specify Booklet L. W. R.

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An Investment With Speculative Possibilities OHIO OIL COMPANY

(Standard Oil Group)

Surplus January 1, 1913 - \$49,200,000

Surplus January 1, 1914 - \$63,500,000

Cash Dividends in 1913, \$8,550,000

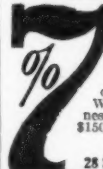
(Per Share \$14.25)

Indications point to an increase in capitalization and large stock and cash dividends.

Orders executed and correspondence invited

SLATTERY & Co.

Dealers in Investment Securities
40 Exchange Place (Established 1908) New York



Your Money Will Earn 7% & 8%

Invested in first mortgages in Oklahoma City improved real estate. We have never had a loss. Interest paid promptly. Value of property three times amount of loan.

Write for free booklet describing our business and list of loans. We have loans of \$150.00 to \$10,000.00.

Aurelius Swanson Co.

28 State Nat. Bank Bldg., Oklahoma City, Okla.

"The Bache Review"

The Weekly Financial Review of J. S. Bache & Co., 42 Broadway, New York, quoted weekly by the press throughout the United States, will be sent on application to investors interested.

Advice to individual investors given on request.



For 36 years we have been paying our customers the highest returns consistent with conservative methods. First mortgage loans of \$250 and up which we can recommend after the most thorough personal investigation. Please ask for Loan List No. 116 925 Certificates of Deposit also for saving investors.
PERKINS & Co. Lawrence Kans.

In answering advertisements please mention "Leslie's Weekly"

Jasper's Hints to Money-Makers

(Continued from page 476)

C., Marshall, Ill.: Southern Pipe Line is one of the Standard Oil subsidiaries and is considered a very good business man's investment.

W., Quincy, Ill.: Any broker is willing to handle unlisted stocks if an order is given. Brokers who advertise in reputable journals are usually reliable.

D., New York: Brooklyn Rapid Transit 5 per cent. notes and Southern Pacific Conv. 5's (Sub. receipts) are very fair purchases at the figures you quote.

H., Lancaster, Calif.: Bay State Gas has no present value and there is no prospect of its ever being worth more than the paper on which the certificates are printed.

K., Reading, Pa.: The Pittsburg & Shawmut Railroad Co. is controlled by another road which has been in the hands of a receiver. I would rather buy the short-time notes of some stronger corporation.

E. E. B., Watertown, N. Y.: Armour 4 1/2 per cent. bonds, Central Leather 5's and United Light & Railway Co. 5's are all good industrial bonds with considerable margins of safety and well secured on large properties.

G., Gladwyne, Pa.: I suppose you mean Colorado Fuel & Iron. The par value of the stock is \$100. The Pfd. now pays 8 per cent. but there is 39 per cent. of back dividends unpaid. No dividend has been paid on the Common since 1902.

P., Jamestown, N. Y.: United States Industrial Alcohol Pfd. paying dividends of 7 per cent. would sell higher than 87 if dividends could be assured. The concern has valuable properties. It has paid no dividends on the Common.

F., Memphis, Tenn.: The United Fruit Co. has of late years been paying 8 per cent. dividends on its stock, with occasional extras. Its earnings, as reported, show a large margin of safety. Its stock is a good industrial investment.

B., Albion, Ia.: Kerr Lake has paid as high as 40 per cent. on its par of \$5. In March last year, the dividend was only 5 per cent. Coniagas paid 36 per cent. in 1912. But the best mines grow less valuable each year as the ore is taken out. I have no information regarding the Standard Silver-Lead Mining Co.

S., Toms River, N. J.: The Tippecanoe Securities Co., of Scranton, Pa., has been paying dividends on its preferred stock regularly, but no dividends on the Common. I cannot advise you regarding the expediency of investing in the Dupont Railway & Land Co. as facts regarding the Company's business are lacking.

L., McKeesport, Pa.: I have no information regarding the Amalgamated Oil Co. of Oklahoma City, but the extremely low price at which the shares are offered shows that the concern is a very speculative enterprise. I would advise the purchase of the stocks of dividend-paying oil companies rather than of those that have just begun their career.

E., Helena, Ark.: 1. American Can Pfd. is a semi-speculative stock. The Company earned 18 per cent. on the Preferred last year and if business conditions are good, it should be able to keep up its present dividend. 2. Should Steel Com. decline to 50 it will be owing to adverse business conditions. For a long pull, a purchase at 50 might be expedient.

B. W., Elizabeth, Pa.: 1. The Boulder Tungsten Production Co.'s stock is still in the speculative class and I cannot advise you to buy it. 2. It is impossible for me to give an opinion on the different Tonopah mining stocks. It would take up too much time and space. Nobody can foresee though some may conjecture, how long the Goldfield Cons. and La Rose Mines will continue to yield.

M., Punxsutawney, Pa.: 1. Pennsylvania Railroad stock at present figures is a fair investment and if the Interstate Commerce Commission should grant the railroads' petition to advance freight rates, this stock would feel the benefit. 2. Southern Pacific selling at about 92 and paying 6 per cent. would be a good investment were the Mexican troubles settled, freight rates advanced and the dispute over the Central Pacific decided in Southern Pacific's favor.

New York, May 7, 1914.

JASPER.

SPECIAL CIRCULARS OF INFORMATION

Readers who are interested in informing themselves regarding the stock exchange, its methods and controlling influences, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, should scrutinize the announcements by advertisers on the financial pages, offering to send, without charge, information compiled with care and often at much expense. Readers should feel free to send a letter or a postal card for any information they may desire from the following sources:

First mortgage loans of \$200 and up are described in "Loan List, No. 714," which can be had of Perkins & Co., Lawrence, Kansas.

One of the most valuable of the weekly reviews of the stock market is *The Bache Review*, sent out weekly free to applicants, by J. S. Bache & Co., bankers, 42 Broadway, New York.

An excellent weekly market letter is prepared by T. L. Watson & Co., members New York Stock Exchange, 55 Broadway, New York. It will be sent to any of my readers free on request.

Correspondence is invited regarding the speculative possibilities of Ohio Oil by Slatery & Co., dealers in investment securities, 40 Exchange Pl.,

New York. Ohio Oil is a Standard Oil subsidiary. Reasons for investing in first mortgages in Oklahoma City earning 7 and 8 per cent. are given in a free booklet issued by Aurelius-Swanson Co., 28 State National Bank Bldg., Oklahoma City, Okla.

A handy method of keeping a record of one's income and Income Tax deductions and exemptions, can be secured from A. H. Bickmore & Co., 111 Broadway, New York. Write to them for "Booklet L. W. R.," which you can have without charge.

All the standard Stock Exchange securities can be purchased on the partial payment plan, which is described in "Circular B-63" and "Weekly Market Review," issued by L. R. Latrobe, 111 Broadway, New York.

The method of purchasing \$100 bonds on the partial payment plan is set forth in "Booklet 4—Partial Payment Plan," which will be sent free of charge to any of my readers by John Muir & Co., specialists in Odd Lots, and Members New York Stock Exchange, 74 Broadway, New York.

First mortgage 6 per cent. bonds founded on valuable real estate are recommended by S. W. Straus & Co., mortgage and bond brokers, Straus Bldg., Chicago, and 1 Wall St., New York. Write to them for "The Investors Magazine" and "Circular 557-C," which will be sent to applicants without cost.

Life Insurance Suggestions



MRS. A. M. CONOLLY

Of Milwaukee, who has a record of having written \$300,000 worth of life insurance in less than six months.

FROM every quarter comes abundant testimony to the fact that the leading insurance companies are financially strong, that they are conducting business in the fairest fashion and that they can be depended on to pay all matured claims promptly and in full. The reliability of these organizations is in striking contrast with that of perhaps most of the fraternal orders and assessment

associations. In conformity with strict business principles, the large companies charge higher premium rates at the outset, but they never vary these from start to finish, whereas always, sooner or later, the assessment concerns have to advance their initial rates—sometimes to exorbitant figures. Thousands of insureds who joined assessment organizations have found that it cost them more in the end than if they had taken out old-line policies. The assessment societies are too frequently loosely managed, as well as insufficiently financed. An official of the New York State insurance department lately said: "There are fully 100,000 sick, benefit, death and endowment funds in this State, and many are wholly unprotected. They are not founded on actuarial bases, but go haphazard." It is because they ignore the inflexible laws of business that so many fraternal and assessment associations come to grief. "Get insured cheap," is as perilous a watchword as "Get rich quick."

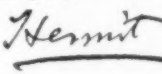
C. E. A., Herron, Ill.: It would be difficult to classify "the four leading life insurance companies" with regard to assets or anything else. All the leading companies have substantial assets, charge about the same rates and give about the same benefits.

G., Chicago: The Equitable Life is abundantly responsible for all its endowment policies. W., Omaha: The Security Mutual Life of Birmingham is not one of the largest companies, but it makes a good report.

P., Chicago: A young man of eighteen could, with advantage, take a twenty-year paid-up policy. I would not make the change after having paid the premiums for six years. The Mutual Benefit is a successful company.

Prevention, Buffalo: The Hartford Fire Insurance Co., Hartford, Conn., publishes a free booklet on fire prevention. Write to the Company for its booklet on "Structural Safeguards for Dwellings." It has special interest for those who contemplate building. The Hartford is one of the strongest of the fire insurance companies.

Worker, Toledo: The Postal Life offers its very low rate of insurance and its guaranteed high rate of dividends on the ground that it does not pay expensive commissions to agents, but does its business directly by mail. The Company is under the supervision of the State Insurance Department of New York. At your age, a policy for \$1,000 would cost less than half a dollar a week. State your age and occupation and write to the Postal Life Insurance Co., 35 Nassau St., N. Y. City, for information regarding its low-cost policy.



Recent Deaths of Noted Persons



THE LATE GEN. DANIEL E. SICKLES

One of the most prominent heroes of the American Civil War.

MAJOR GENERAL DANIEL E. SICKLES, commander of the Third Army Corps at the battle of Gettysburg, where he lost a leg, and afterward American minister to Spain, died in New York, May 3, in his 91st year. General Sickles was one of the great commanders on the Union side in the Civil War. His career was varied and eventful.

THE DUKE OF ARGYLL, who married Princess Louise, daughter of the late Queen Victoria, and was formerly Governor-General of Canada, died in London, May 2, aged 69. He was a prolific writer of prose and verse.

GEORGE F. BAER, President of the Philadelphia & Reading Railway, died at Philadelphia, April 26, aged 72.

WILFRED DE FONVILLE, the oldest aeronaut in the world, died in Paris, April 30, aged 90.

PROF. NEWTON H. WINCHELL, a noted geologist, died at Minneapolis, Minn., May 2, aged 75. He had been state geologist both of Michigan and Minnesota.

America's Telephones Lead the World Service Best—Cost Lowest

from *London Daily Mail*

Why is it that Government ownership and management of the telephones is practically always a failure?

Why is it that throughout the length and breadth of Great Britain and the Continent hardly a single efficient long-distance service is to be found? Why is it that in New York one

from *"Electrical Industries"* (London)

THERE is a certain amount of satisfaction in the fact that Mr. Winston Churchill got so angry over the freaks of the telephone the other day that he flung his receiver on the floor. As a member of the Government which purchased the telephone system, he deserves all the torture that Office working can inflict. But his rage, doubtless, was

From *"Le Petit Phare de Nantes," Paris*

"But today I found I had to talk with Saint-Malo, and, wishing to be put through quickly, I had my name inscribed on the waiting list first thing in the morning; the operator told me—though very amiably, I must confess—that I would have to wait thirteen hours and ten minutes (you are reading it right) in order to be put through."

Herr Wendel, in the German Diet.

"I refer here to Freiberg. There the entire telephone service is interrupted at 9 o'clock p. m. Five minutes after 9 o'clock it is impossible to obtain a telephone connection."

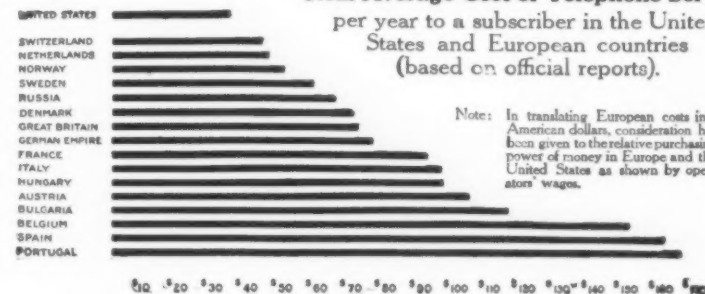
Herr Haberland, Deputy, in the Reichstag

"The average time required to get a connection with Berlin is now 1 1/2 hours. Our business life and trade suffer considerably on account of this lack of telephone facilities, which exists not only between Düsseldorf and Berlin and between Berlin and the West, but also between other towns, such as Strassburg, Antwerp, etc."

Dr. R. Luther, in the Dresden Anzeiger

"In the year 1913, 35 years after the discovery of the electro-magnetic telephone, in the age of the beginning of wireless telegraphy, one of the largest cities of Germany, Dresden, with half a million inhabitants, is without adequate telephone facilities."

Real Average Cost of Telephone Service per year to a subscriber in the United States and European countries (based on official reports).



Note: In translating European costs into American dollars, consideration has been given to the relative purchasing power of money in Europe and the United States as shown by operators' wages.

These are the reasons why there are twelve times as many telephones for each hundred persons in the United States as in Europe.



AMERICAN TELEPHONE AND TELEGRAPH COMPANY AND ASSOCIATED COMPANIES

One Policy One System Universal Service

Quaint Cape Cod

Seashore, Woods, Country—Fresh water lakes—Warm Sea-Bathing, Fishing, Sailing, Motoring, Golf, Tennis.

Land of Best Vacations

"Quaint Cape Cod" or "Buzards Bay" Illustrated booklets, sent on request. Advertising Department, Room 580, South Station, Boston.

New York, New Haven & Hartford Railroad

AGENTS Let us show you the best \$1500 a Year Sure paying canvassing business in the United States. Write today to the largest makers of transparent handled knives and razors for proof. A postal card will do. NOVELTY CUTLERY CO., 38 Bar St., CANTON, OHIO

Famous Acousticon

You must not confuse the Acousticon with any other instrument. The Acousticon is the instrument you regulate instantly to clearly

Hear Every Sound

near or distant—loud or low, indoors or outdoors, under every conceivable condition. The Acousticon receives the sound by our exclusive indirect principle, and transmits it to your hearing in its original tone. Not blurred—not a single sound is harsh. The Acousticon covers

48 Degrees of Deafness Unless "stone deaf" the Acousticon enables you to hear every sound—perfectly. Not a theory—not new or untried—but a world-known success for many years.

NO DEPOSIT

TEN DAYS FREE TRIAL Write for Special Limited Offer—no money down—not even a promise to buy. Let us prove the Acousticon is the instrument you must use.

EASY TERMS Learn how to secure an Acousticon on easy monthly payments before special offer expires.

WRITE now for greatest free book of facts for the deaf—testimonials from ministers, judges and hundreds of others everywhere.

General Acoustic Co., 1331 Gandler Bldg., 220 W. 42nd St. New York City

DEAF Now Direct By Mail

Summer Resorts, Hotels, Vacation

Outfitters and others who make a specialty of catering to the summer public will find a keen and appreciative audience in the readers of Leslie's Weekly.

Guaranteed Circulation

350,000, 95 per cent. net paid. Edition order now running in excess 400,000 copies an issue. Think what an audience this means. Everybody is willing to spend money for vacation time. This is your opportunity. \$1.75 a line, 15% discount for 6 consecutive classified advertisements. Further information gladly furnished.

Classified Advertising Department

LESLIE'S WEEKLY, 225 FIFTH AVE., NEW YORK

PROFIT By the Fluctuations

is the title of a strong trading article in MAY MAGAZINE OF WALL STREET, which carries profit-making suggestions for you. Read it!

You will also find profitable reading in *Railroad Bonds vs. Utility Bonds*, by Frederick Lownhaupt, Author of *Investment Bonds*, etc.; *Safe Investment in Cotton*, by C. T. Revere, well-known cotton authority; *Standard Oil—a Good Investment but a Dangerous Speculation*, by John Warren, Editor "Petroleum Age"; *Market Outlook* and in other special articles and regular departments in this issue. Order your copy now!

The Magazine of Wall Street 230 Board Building, New York City

\$1 will bring the magazine to you for four months and MAY FREE. One helpful idea is worth that dollar—send it NOW.

Name.....

Address.....

In answering advertisements please mention "Leslie's Weekly"

News of the Time Told in Pictures



THE LATEST WHITE HOUSE BRIDE

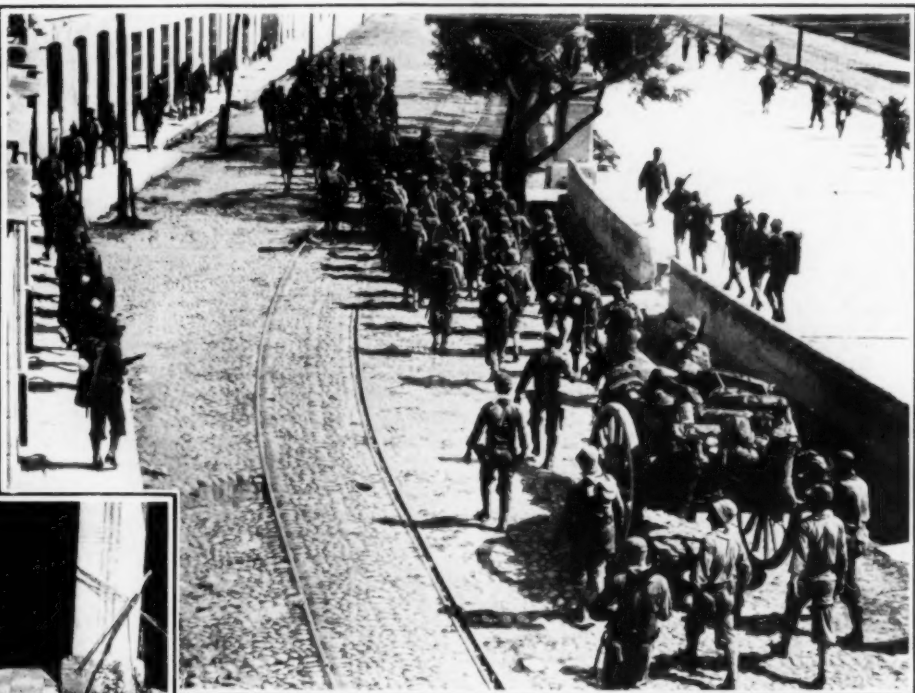
Mrs. William Gibbs McAdoo (formerly Miss Eleanor Randolph Wilson) second daughter of the President, wearing the dress in which she was married at the Executive Mansion in Washington to Hon. William Gibbs McAdoo, Secretary of the Treasury. The gown is made of ivory white

satin and is trimmed with real old point lace. The bodice is draped in satin crossed in front and brought to a point below the shoulders front and back. The V-shaped neck is finished with folds of tulle and the sleeves are of the same material, while the old point lace is draped over the right shoulder and is fastened with a spray of orange blossoms. The sweeping train is three and a half yards in length. Gown by Kurzman, New York.



WHERE THE STORM OF BATTLE RAGED MOST FIERCELY

Mexican Naval Academy at Vera Cruz after it had been shelled by the guns of our warships. When our bluejackets and marines landed to occupy the city the first really organized opposition was met with at this building. It was garrisoned by the young cadets and from the doors and windows, as well as from roofs of nearby houses, came a heavy rifle fire. This momentarily checked the advance of the Americans, who would later have stormed the building. But the transport *Prairie*, the scout *Chester*, and the cruiser *San Francisco* promptly discharged 5-inch guns at the structure, riddling it and driving out the cadets, a number of whom it was reported were killed or wounded.



AN AMERICAN OUTPOST AT VERA CRUZ

Troops with artillery marching to guard the railway on the outskirts of the occupied city. American fighting men were promptly stationed at various strategic points a few miles away from the town in order to protect the water supply and to prevent a possible attack from the Mexican army.



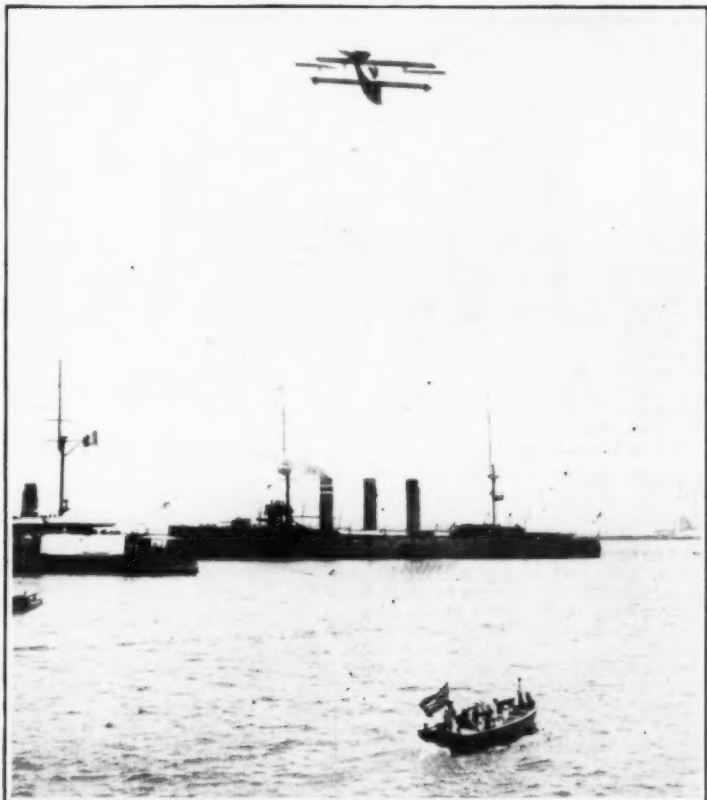
BRAVE MEN PROTECTING A HOSPITAL

An automatic fieldpiece with its gun crew stationed in the corridor of the United States hospital at Vera Cruz, where sick and wounded were being treated. Many wounded Mexicans were carefully attended to by our naval surgeons.



RAVAGES OF WAR IN A MEXICAN BORDER TOWN

Scene of devastation on the main street of Nuevo Laredo, Mexico, just across the border from Laredo, Texas. This town had been held by the Mexican Federal troops, but they recently evacuated it, after they had looted it and set it on fire in many places. A large number of buildings were destroyed or damaged, including the United States Consulate, municipal building, postoffice, theater, a large flour mill and the railroad shops. The property damage was \$500,000. The departing Federals fired upon our troops on the other side of the Rio Grande and the fire was returned. No Americans were injured, but it was said that eleven Mexicans were killed. Hundreds of refugees fled from the burning town to Laredo.



THE AMERICAN AIRSHIP AS AN INSTRUMENT OF WAR

One of the hydroaeroplanes belonging to the aviation corps flying over and around the American warships anchored off Vera Cruz. Numerous flights for scouting purposes were made by our aviators who went some distance into the interior of the country and detected the presence and movements of bodies of Mexican troops. The value of airships for military purposes was practically demonstrated by these tests. They offer a swift and accurate means of securing information of an enemy's activities. Our military and naval aviators have become very expert and are prepared for daring work if that should be required of them.

Things of Interest from Many Climes



A STRANGE MODE OF TRANSPORTATION FREEMAN
Chinese farmers taking their produce to market in "land boats." With the wind astern these strange wheeled craft are often driven along at a speed of six or seven miles an hour. They are crude in the extreme, being hardly more than our wheelbarrow, but they can carry quite a heavy load.



WHERE CABBAGES ARE HIGH KIRKLEY
A cabbage plant so tall that birds nest in its branches grows in a garden at Los Angeles, California. It is fully ten feet high. In the background is a similar specimen eight feet high.



THE ANSWER TO "WHO HAS THE BUTTON?" HALL
A typical London costermonger and his daughter, with their strange dress ornamented with thousands of buttons. This seems a reversion to savage love of finery. One touch of decoration makes the whole world kin!



UNIQUE STYLE IN MEN'S HATS FREEMAN
Natives of Dutch New Guinea wearing novel headgear made of palm fiber. The balancing of this piece of apparel becomes quite an accomplishment, and the man on the right seems to be an adept in the art. Traces of cicatrice, or cut tattooing, are seen on the chests and arms of these semi savages.

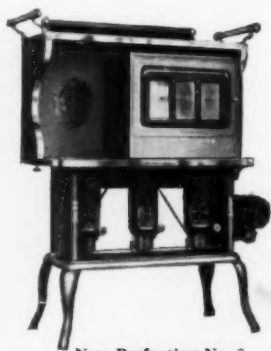
"BY THE BACK STAIRS" FREEMAN
In lands where elephants are a means of transportation one must learn how to mount them with ease and facility. In India the tourist with the aid of a native mounts the giant of animals by using its tail for a step.



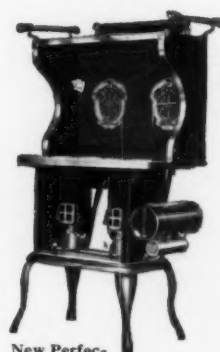
A FALLEN MONARCH WILSON
The renowned forest of Big Trees at Redlands seldom boasts a greater giant than this fir log at North Bend, Washington, near Snowqualmie Falls, measuring 14 feet 6 inches in diameter at the base and 6 feet 6 inches at the top, 70 feet away.



THE ORIGINAL OF THE BAGPIPE FREEMAN
Great has been the speculation as to the origin of the bagpipe, and when one meets with forms of it in many climes he is more puzzled than ever. The Dyak musicians of Borneo are shown here playing their native instruments, which are bagpipes in embryo. The tourist tells us the music is not unpleasant.



New Perfection No. 3
Three burners, cabinet top, racks, and shelves. Steel ovens for all sizes.

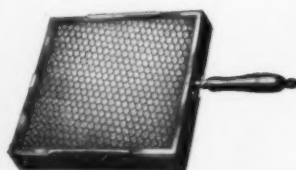


New Perfection No. 2
Two burners, cabinet top, bracket shelves and racks. For cottages and small kitchens.

Housewives Didn't Take the Oil Stove Seriously—Until

the New Perfection Oil Cookstove demonstrated that kerosene oil is actually a better cooking fuel than either coal or wood.

Cooks generally thought of the oil stove as an auxiliary device—an imperfect substitute for coal or gas when the latter were not obtainable—*until* the



New Perfection Toaster
Specially designed for use on New Perfection Oil Cook Stoves.



New Perfection Broiler
Broils the meat on both sides at once, thus retaining all of the juice.

New Perfection WICK BLUE FLAME Oil Cook-stove

came into the field and proved that it could do anything that any stove would do, and do it with less work and at less cost; that it would toast, roast, bake, broil—cook breakfast, dinner and supper every day in the week.

Hardworking wives and mothers lugged coal and ashes and swept dusty kitchens uncomplainingly—*until* again the New Perfection stove showed that the cleaner fuel, that doesn't make chores, is the better fuel.

The Standard Oil Company of New York's experts evolved the first New Perfection Stove out of a long series of experiments in the field of oil combustion. The latest addition is the New Perfection No. 5, with the fireless cooking oven. Ask to see it, together with the 1, 2, 3 and 4 burner sizes at your dealer's.

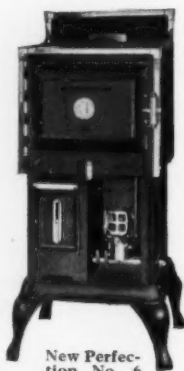
All the large sizes can be had with cabinet tops, including drop shelves, towel racks, dish-warming shelf, etc. Indicator on front. Special New Perfection ovens, broiler, toasters, the best and most complete cooking equipment in the market.

Over 500,000 housewives are finding the New Perfection Stove a source of satisfaction and saving. Why not you?

STANDARD OIL COMPANY OF NEW YORK

"New Perfection" Dept.

56 New Street, New York



New Perfection No. 6
Oven and fireless cooker. Designed to fit where a large stove is not required. Fireless oven exactly the same dimensions as in the No. 5 range.



New Perfection Range No. 5
With Fireless Cooking Oven. Complete with oven, broiler, toaster and sad iron heater.



The New Perfection No. 61
A handy one-burner stove for camps, and wherever a small portable stove is required.



The Perfection Heater
This handy portable heater furnishes warmth and comfort to any part of the home; clean, durable and economical.

New Perfection
WICK BLUE FLAME
Oil Cook-stove

New Perfection
WICK BLUE FLAME
Oil Cook-stove